



50 YEARS OF SERVICE

QANTAS AIRWAYS LIMITED (INCORPORATED IN QUEENSLAND)

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Report and Financial Accounts for the year ended 31 March 1970

Highlights

	1969 / 70	1968 / 69	% Change
Revenue	\$198,939,000	\$171,491,000	+ 16.0
Expenditure	\$185,142,000	\$162,401,000	+ 14.0
Operating Profit	\$13,797,000	\$9,090,000	
Income Tax	\$5,631,000	\$1,971,000	
Net Profit	\$8,166,000	\$7,119,000	
Miles Flown	40,029,000	35,477,000	+ 12.8
Capacity Ton Miles *	803,292,000	695,366,000	+ 15.5
Passengers Carried	683,000	582,000	+ 17.4
Passenger Miles Flown	2,910,410,000	2,494,449,000	+ 16.7
Air Cargo Ton Miles	101,708,000	86,779,000	+ 17.2
Air Mail Ton Miles	14,644,000	16,597,000	- 11.8
Total Revenue Ton Miles	410,282,000	357,130,000	+ 14.9
Revenue Load Factor	51.1%	51.8%	- 1.4
Average Staff Strength	11,228	10,693	+ 5.0
Gross Salaries and Wages	\$54,847,000	\$47,751,000	+ 14.9
Capacity Ton Miles per Employee	71,545	64,846	+ 10.3

* Includes charters to other airlines

Senator the Honourable Robert Cotton,
Minister of State for Civil Aviation,
Parliament House,
CANBERRA, A.C.T. 2600.

Dear Senator Cotton,

On behalf of the Board of Directors I have pleasure in submitting the Annual Report and Financial Accounts of Qantas Airways Limited for the year ended 31 March 1970.

It is pleasing to report a further increase in profit and substantial gains in traffic at a time when we are celebrating the Company's fiftieth year of operation.

Net profit for the year after providing for taxation was \$8,166,000, compared with last year's profit of \$7,119,000.

The profit does not include a net capital surplus on the sale of assets amounting to \$1,809,000 which has been transferred to the Development Reserve.

The Directors recommend a dividend of 10 per cent which will absorb \$3,940,000.

Total revenue reached \$198,939,000, an increase of 16.0 per cent over the 1968/69 revenue of \$171,491,000.

Significant gains were achieved in both passenger and cargo traffic. Revenue passenger miles increased by 16.7 per cent, cargo ton miles by 17.2 per cent. Revenue from charter operations totalled \$22,965,000, a 56.6 per cent increase over the previous year.

Expenditure increased by 14.0 per cent to \$185,142,000. Most cost items felt the impact of widespread increases in salaries, wages and prices throughout the year.

Other important events and developments of the year were:

SYDNEY JET BASE EXPANSION During the year the Company initiated a major programme to further develop its Jet Base at Sydney Airport. Buildings costing \$30 million are in the course of construction or in advanced planning stages. Designed to meet the needs of expanding operations and to provide facilities necessary for the new giant Boeing 747B aircraft, these development projects will be completed in 1971.

Features of the development include a new Flight Kitchen, multi-storey car park, Boeing 747B Hangar, Jet Engine Test Cell and Simulator Building. Substantial additions to the Passenger Services Building, Repair and Overhaul Shop, Central Store and Central Plant Buildings, as well as new concrete aprons, are included in the overall plan.

NEW SAN FRANCISCO OFFICE In May 1969 the Government endorsed the Company's proposal to construct a new North American headquarters in San Francisco. The new 11-storey building will replace the existing 64-year old building, purchased in 1959. The site on Post Street, facing Union Square, is an ideal location for the Company's activities, further enhanced by the construction of new hotels on the Square.

A specially designed sales office on the ground floor will be an outstanding feature of the building. The upper floors will be occupied by administrative offices. The building will also provide greatly improved accommodation for the Australian Consulate-General and Australian Trade Commissioner Service in San Francisco.

Construction is planned to begin in October 1970, with completion early in 1972. The cost is estimated at \$US 4,000,000.

NEW QANTAS HEADQUARTERS Excavation of the site for the first stage of the Company's new administrative headquarters in Sydney was completed in February 1970.

Construction of the new QANTAM computer centre, the first part of the development, is well under way. It will occupy three floors below one of the future plaza areas.

The twin-tower buildings of this 2½-acre development will eventually occupy a complete city block near the southern approaches to the Harbour Bridge. The complex, when completed, will be a dominating feature of the Sydney skyline and will meet the needs of Qantas expansion for many years.

Work on the first 50-level, 607-foot tower building will commence early in 1971 and is scheduled for completion in 1973. The second tower will not be started until some years later.

EXPANSION OF QANTAM COMPUTER COMPLEX In December 1969 the Company ordered equipment for a \$17.7 million expansion of its computer project, QANTAM. When it becomes operative in 1971, it will be the largest commercial computer system in Australia.

Located in the computer centre in the Company's new headquarters, it will have a far greater capability and overall capacity than our present system. The new QANTAM will enable us to handle an increasing volume of business with much greater efficiency and economy, and will offer a more complete reservations service to passengers.

Further details regarding the new system, and its functions, appear on page 14 of this Report.

HOTEL DEVELOPMENT During the year, Qantas and BOAC purchased a minority shareholding in Fiji Mocambo Holdings Limited, the Company controlling the Mocambo Hotel at Nadi Airport, and in Fiji Resorts Limited which operates The Fijian, the leading resort hotel at Yanuca Island.

The additional capital is to be used by the hotels to expand and improve existing facilities. Their participation will also enable Qantas and BOAC to exert a more positive influence in future on Fijian hotel development, which is so necessary to assist the colony's fast-growing tourist market.

ROYAL FLIGHTS Her Majesty the Queen and His Royal Highness the Duke of Edinburgh were flown in a Boeing 707/338C V-Jet from Auckland to Sydney on 30 March 1970 to begin their Australian tour. They were joined later by Their Royal Highnesses, the Prince of Wales and the Princess Anne, who arrived from Auckland in a Royal Australian Air Force aircraft.

While in Queensland the Queen and the Duke of Edinburgh visited the original Qantas hangar built in Longreach in 1922. A special exhibition was installed for the occasion tracing the Company's history from its origins in Longreach 50 years ago to the Qantas of today. The exhibition featured a replica of the Company's first aircraft, the Avro 504-K, and a pictorial record of significant milestones, including most types of aircraft used by Qantas during the last 50 years.

In April 1970 the Prince of Wales was flown by Qantas on a scheduled flight from Sydney to Tokyo on the first stage of his journey back to the United Kingdom.

50TH ANNIVERSARY On 16 November 1970 Qantas celebrates its fiftieth anniversary. During the last fifty years the Company has achieved an impressive record in its contributions to Australia's welfare—both economically and in other ways—and to its own growth.

The jubilee will be marked by a series of events throughout the Company's network and by publications and advertising based on its half-century of operations.

Inside this Report (on pages 41 to 48) a brief note glances at the history of the Company from its humble beginnings as a bush airline to its present position as one of the world's highly-regarded international operators.

BRIEF STATEMENT OF EARNINGS

	1969/70 \$	1968/69 \$
We received income from		
Traffic and Charters	181,129,000	155,839,000
Contract Work and Miscellaneous	17,810,000	15,652,000
	<u>\$198,939,000</u>	<u>\$171,491,000</u>
We paid out or provided for		
Fuel and Oil	14,668,000	13,665,000
Maintenance and Overhaul	27,460,000	26,029,000
Station and Ground Operations	32,491,000	27,947,000
Passenger and Crew Costs	35,114,000	28,255,000
Obsolescence of Aircraft and Spares	19,036,000	18,083,000
Insurance of Aircraft	1,520,000	1,483,000
Charter of Aircraft	2,873,000	3,667,000
Sales, Advertising and Publicity	33,136,000	27,252,000
Administrative and General Costs and Interest	18,844,000	16,020,000
Australian and Overseas Income Tax	5,631,000	1,971,000
	<u>\$190,773,000</u>	<u>\$164,372,000</u>
Which left a net profit of	<u>\$8,166,000</u>	<u>\$7,119,000</u>

BRIEF FINANCIAL STATEMENT

We own		
Fixed Assets, Spare Parts and Stores	156,289,000	182,918,000
Cash and Investments	45,124,000	30,309,000
Debtors	20,275,000	19,288,000
Advance Payments and Deposits	25,080,000	7,924,000
	<u>\$246,768,000</u>	<u>\$240,439,000</u>
We owe or have provided for		
Loans	91,650,000	108,778,000
Creditors	14,915,000	12,313,000
Advance Bookings	21,168,000	17,333,000
Australian and Overseas Income Tax	23,782,000	17,829,000
Proposed Dividend	3,940,000	2,955,000
	<u>\$155,455,000</u>	<u>\$159,208,000</u>
And have set aside for special purposes		
Insurance and Development Reserves	36,365,000	31,230,000
Provision for Long Service Leave, etc.	11,807,000	8,386,000
Investment Fluctuation Reserve	1,800,000	—
	<u>\$49,972,000</u>	<u>\$39,616,000</u>
Leaving shareholders' funds of		
Issued Share Capital	39,400,000	39,400,000
General Reserve	1,545,000	1,545,000
Profit Carried Forward	396,000	670,000
	<u>\$41,341,000</u>	<u>\$41,615,000</u>

PROFIT Net profit for 1969/70 amounted to \$8,165,629 after providing \$5,631,447 for Australian and overseas tax.

The rate of return on paid-up capital was 20.7 per cent compared with 18.1 per cent last year. The ratio of profit to revenue, however, fell slightly from 4.2 per cent in 1968/69 to 4.1 per cent.

The net profit does not include a capital surplus on the sale of assets of \$1,809,428 after tax, which has been transferred to the Development Reserve.

The undistributed profit brought forward from last year was \$670,329. After adding the year's net profit (\$8,165,629) the amount available for appropriation at 31 March 1970 was \$8,835,958. An amount of \$1,700,000 has been transferred to the Development Reserve, \$1,800,000 to Investment Fluctuation Reserve and \$1,000,000 to Provision for Staff Superannuation.

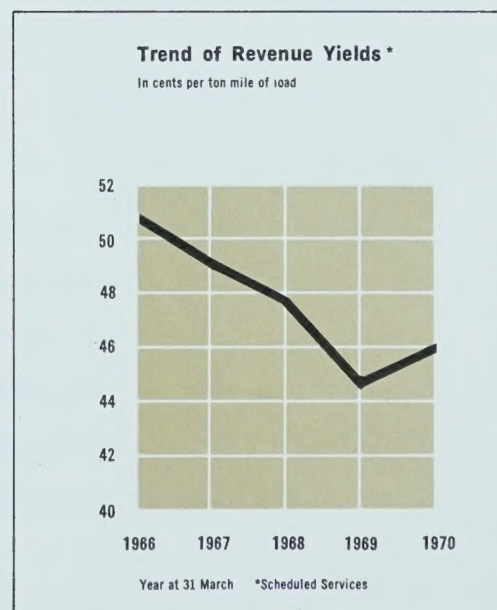
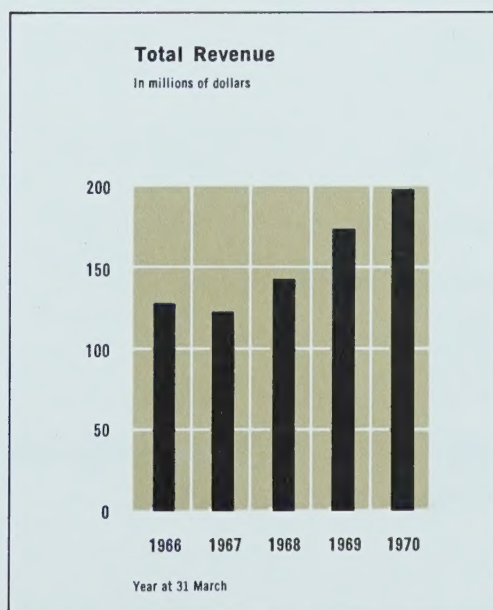
The recommended dividend of 10 per cent will absorb \$3,940,000 leaving a credit balance of \$395,958 carried forward.

REVENUE Revenue from all sources totalled \$198,939,000 or 16.0 per cent increase on the previous year.

Traffic revenue increased by 16.2 per cent to \$181,129,000. Revenue from other sources, mainly derived from ground operation services for other airlines and from contract work at our Sydney Jet Base, reached a record level of \$17,810,000, an increase of 13.8 per cent over 1968/69.

The rate of revenue received per load ton mile, or yield, from traffic carried on scheduled services rose by 2.7 per cent, from 44.8 cents in 1968/69 to 46.0 cents in 1969/70. This was due to a number of factors, including the elimination of the five per cent round-trip discount on most of the Company's routes, increased fares on the Tasman, a slight increase in the revenue yield on cargo carried, and a significant reduction in the number of migrants carried at special fares on scheduled services.

However, the overall rate of revenue per ton mile for all traffic, including carriage of migrants and affinity groups on charter flights, fell slightly from 43.4 cents in 1968/69 to 43.2 cents in 1969/70. This was because of the increasing proportion of charter traffic travelling at rates substantially below commercial levels.



EXPENDITURE Total expenditure of \$185,142,000 was 14.0 per cent higher than in the preceding year.

Expenditure incurred solely on our aircraft services, including hire of aircraft, rose by 14.4 per cent to \$169,964,000.

With the continuing increases in salaries and wages and other expenses, unit cost decreased only slightly from 21.0 cents to 20.9 cents per capacity ton mile.

CAPITAL EXPENDITURE Capital expenditure for aircraft, property, plant and equipment amounted to \$23,930,000 in 1969/70, including \$14,768,000 of advance payments on four Boeing 747B aircraft and related equipment. Expenditure for new and improved ground equipment and facilities totalled \$9,162,000. This was financed by \$3,062,000 from additional borrowings, augmented by \$20,868,000 from funds generated internally, including \$13,998,000 from the sale of our last six Boeing 138B aircraft and other assets.

FUNDS STATEMENT

								1969/70	1968/69
SOURCE OF FUNDS								\$	\$
Net Profit	..	..	..	..	..	..	..	8,166,000	7,119,000
Obsolescence and Depreciation	..	..	..	..	..	..	..	24,663,000	20,700,000
Borrowings for Aircraft and Building Purchases	..						..	3,062,000	21,365,000
Sale of Assets	..	..	..	..	..	..	..	13,998,000	3,219,000
Insurance Reserve-Increase	..	..	..	..	..	..	..	1,625,000	1,435,000
Other Items (net)	..	..	..	..	..	..	..	3,937,000	1,661,000
								<u>\$55,451,000</u>	<u>\$55,499,000</u>

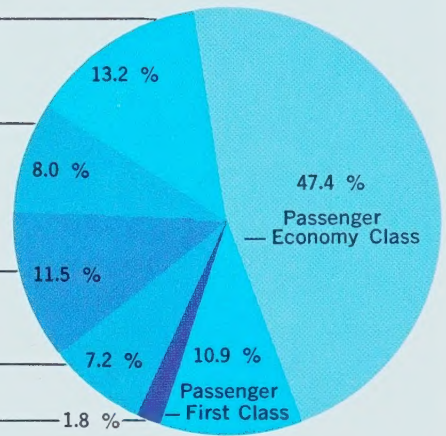
APPLICATION OF FUNDS

Purchase of Aircraft and Fixed Assets	..	..	..				..	9,162,000	32,069,000
Deposits on New Aircraft	..	..	..	..	..	..	..	14,768,000	2,497,000
Repayment of Loans	..	..	..	..	..	..	..	20,190,000	17,276,000
Commonwealth Bonds (Self-Insurance Fund)	..	..					..	1,632,000	1,522,000
Increase in Working Capital	..	..	..	..	..	..	..	9,699,000	2,135,000
								<u>\$55,451,000</u>	<u>\$55,499,000</u>

ANALYSIS OF OPERATING REVENUE AND EXPENDITURE

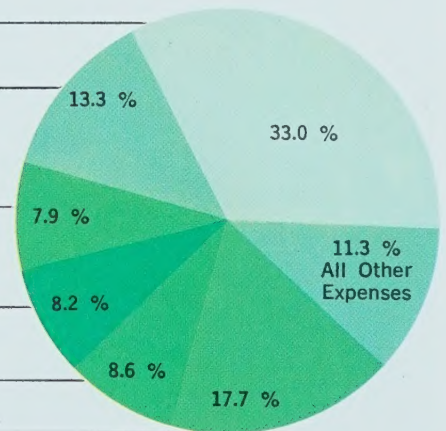
Revenue

	\$
Passenger — First Class	21,789,310
— Economy Class	94,296,043
Air Cargo	26,200,572
Air Mail	15,878,109
Charter	22,965,266
Contract Work	14,241,939
All Other Revenue	3,568,215
	<u>\$198,939,454</u>



Expenditure

	\$
Salaries, Wages and Pension Payments	61,081,994
Obsolescence and Depreciation	24,662,754
Fuel and Oil	14,667,755
Landing Fees and Aircraft Handling Charges	15,159,997
Advertising, Publicity and Sales Commissions	15,894,773
Replacement Parts, Supplies and Services	32,854,625
All Other Expenses	20,820,480
	<u>\$185,142,378</u>



Operating Profit

\$13,797,076

Traffic and Service Growth

TRAFFIC Revenue loads on Qantas services increased by 14.9 per cent to 410 million ton miles while capacity ton miles rose by 16.5 per cent. The load factor declined from 51.8 per cent last year to 51.1 per cent.

As shown below, traffic revenue for the year at \$181,129,000 was \$25,290,000 or 16.2 per cent higher than last year.

	1969/70	1968/69	Increase
	\$	\$	%
Passenger	116,085,000	103,467,000	+ 12.2
Air Cargo	26,201,000	22,548,000	+ 16.2
Air Mail	15,878,000	15,160,000	+ 4.8
Charter	22,965,000	14,664,000	+ 56.6
Total Traffic Revenue	<u>\$181,129,000</u>	<u>\$155,839,000</u>	<u>+ 16.2</u>

As in previous years, traffic and operational statistics quoted in this Report refer solely to Qantas-operated services. Because of commercial arrangements with associated airlines they are not specifically related to the revenue ultimately received.

Passengers Revenue passenger miles flown increased to 2,910 million, 16.7 per cent more than in 1968/69. Seat mile capacity offered on Qantas services increased by 17.7 per cent. The seat factor declined to 55.7 per cent from 56.2 per cent last year.

Passengers increased by 17.4 per cent to 683,000. The average distance flown by each passenger was 4,260 miles, compared with 4,284 miles in 1968/69. Passengers on Qantas services travel a longer average journey than on any other airline in the world.

Elimination of the five per cent round-trip discount by International Air Transport Association carriers became effective on most of the Company's routes during the year.

On 1 March 1970 increases in fares of up to 14.9 per cent became effective on routes between Australia and New Zealand. Fares between Sydney and Norfolk Island increased by 18 per cent on the same date.

Air Cargo Cargo carried on Qantas services increased by 17.2 per cent to 101.7 million ton miles, compared with an increase of 16.4 per cent in available cargo capacity.

Average revenue per cargo ton mile rose from 26.57 cents in 1968/69 to 27.30 cents in 1969/70.

From October 1969 lower rates were introduced for consignments delivered on pallets or in containers ready for transport. This rating development, coupled with the existing container programme, is designed to attract new business and reduce ground handling costs.

Air Mail Qantas carriage of air mail fell by 11.8 per cent to 14.6 million ton miles but revenue increased by 4.8 per cent to \$15.9 million. Disparity between mail loads on Qantas services and revenue earned reflects the changed disposition of national mails carried on services operated by associated companies.

Air mail revenue, as a percentage of total traffic revenue, continued to decline. Air mail revenue for the year accounted for 8.8 per cent of total traffic revenue, compared with 9.7 per cent in 1968/69 and 14 per cent five years earlier.

Passengers boarding Qantas Boeing 707 affinity group
after flight at Sydney Airport bound for Europe.



Charters Revenue under this heading is derived from migrant and affinity group flights, general charter work and the sale of capacity to other airlines. Revenue from these operations reached almost \$23.0 million, an increase of 56.6 per cent over 1968/69.

Charter capacity operated during the year amounted to 17.2 per cent of the total capacity operated compared with 10.7 per cent in the previous year.

General charter work, including carriage of Australian Defence Forces, continued to grow. In addition, Qantas operated 253 special Boeing 707 round-trip charter flights to the United Kingdom and Continental Europe for the carriage of affinity groups and to bring migrants to Australia.

In July 1969 the Commonwealth Government revised its international charter policy to allow greater discounts for charter groups. The popularity of affinity group charters can be measured by the fact that 54 groups totalling 7,519 passengers were carried, an increase of nearly 70 per cent over 1968/69.

Special flights operated by Qantas and BOAC carried 49,550 migrants to Australia. Altogether a total of 68,460 migrants were flown to Australia under Qantas auspices during the year compared with 48,000 in 1968/69.

ROUTE NETWORK

	1969/70	1968/69	Increase
Miles Flown	40,029,000	35,477,000	12.8%
Capacity Ton Miles	803,292,000	695,366,000	15.5%

The operation for the first full year of the enlarged and standardised fleet of twenty-one Boeing 707/338Cs, and improved aircraft utilisation, were the main factors contributing to the increase of 15.5 per cent in total capacity operated.

The Company's established route system was not basically changed in 1969/70. However, increased frequencies and additional services were operated on several routes. The island of Bali was introduced as a call on the Sydney/London route in August 1969.

The frequency of Qantas services on the Sydney/London route via the Middle East remained at eleven a week. An additional weekly service was operated between Sydney and Singapore in the first half of the year to meet the demand for additional capacity on this sector. Changes in the Air Services Agreement between Australia and Germany permitted Qantas to increase calls at Frankfurt from one to three weekly from July 1969.

Services from Sydney to Hong Kong were increased from ten to eleven flights weekly, four of these going on to London and three to Tokyo.

A second weekly service was introduced between Sydney and Johannesburg in February 1970. This, together with South African Airways once-weekly service, now provides three flights a week on the Wallaby route.

In July 1969 Qantas celebrated its 10th anniversary of jet service across the Pacific between Sydney and San Francisco.

The schedule of routes and services on the inside back cover of this Report shows the pattern of Qantas operations at the end of the year.

MARKETING To meet heavier competition from other international airlines, sales and advertising programmes were stepped up during the year. While efforts to attract normal fare traffic continued at a high level, special attention was placed on promoting youth, holiday and other segments of non-business travel to the fullest extent. Further development of affinity group travel resulted in a significant growth in the number of charters operated for this type of traffic.

Travel agents continued to provide strong support for Qantas services. Educational tours—in co-operation with the Australian Tourist Commission—and training seminars were conducted during the year for agents in Australia and abroad.

The field sales force was strengthened, particularly in North America, the United Kingdom and Continental Europe. The Company's achievements in developing travel from these areas is evident in the increasing number of passengers carried on Qantas services.

Highlighting the 1969/70 marketing campaign in Australia was the successful "Britain through Europe" programme, launched in association with BOAC and BEA. Qantas sponsored the Australian Open Golf Championship held in Sydney during October 1969. The event attracted live national television coverage and overseas film units. The 1970 "Qantas Australian Open" will be played at Kingston Heath Golf Course, Melbourne. This will coincide with the opening of the new Melbourne International Airport at Tullamarine, and the Company's 50th Anniversary celebrations.

Our world-wide sales efforts were supported by strong advertising programmes and direct mail campaigns. The Press and Information Department added further weight by providing press coverage of the many tour programmes available. A number of promotional films were produced by our advertising agencies in Australia and the U.S. These included "Japan", "Mexico" and "Three Cities", a close-up of Sydney, Melbourne and Canberra. The Company received an honour award at the 1970 Anaheim Travel Film Festival in Los Angeles for the latter film.

Continued support was given to the Australian Department of Trade in its export programme. Qantas staff participated in trade fairs and exhibitions in Manchester, Birmingham, Teheran, Manila, Bangkok, Santiago, Tokyo and in Auckland and Invercargill.

During the year sales offices at Frankfurt, Wellington and Djakarta were transferred to new and larger premises. Work was well advanced on improvements to the existing sales office in Bangkok.

Cargo Marketing During the year the Company's cargo marketing efforts were directed towards improving ground services and broadening the market base.

Much attention was given to planning and construction of modern air cargo terminals at important centres on the Company's network. A new cargo terminal was opened in Perth in March 1970. New terminals at Melbourne and San Francisco International Airport were under construction at the end of the year as part of the Company's effort to maintain a fast, efficient cargo service.

The cargo sales force was expanded and new sales training programmes developed. Promotional activities, including displays and seminars presenting the air cargo "product" to business organisations and air cargo agents, were increased in number and improved in quality.

A new agency—U.S.P. Benson—was retained for Qantas cargo advertising in Australia, the United Kingdom, Europe and the Far East, commencing 1 April 1970. This will permit closer control in formulating and executing advertising programmes.

Qantas sponsored the Australian Open Golf Championship held in Sydney during October 1969.



CUSTOMER SERVICES In February 1970 a change was made in the organisation of the Company's Customer Services Department. The Passenger Services Department was split into three divisions—Food Services, In-Flight Services and Administration. These functions, along with Traffic, Reservations and Flight Control, are consolidated under the Manager Customer Services. We feel the new organisation will enable us to develop better service to customers and permit greater delegation of responsibility internally.

Additional emphasis has been placed on the importance of food service given to passengers. Menus were expanded to offer a wider selection of dishes and beverages. To meet the rapid expansion of catering business, a new Flight Kitchen is under construction at Sydney Airport. Scheduled for completion in 1971, this building will provide greatly improved facilities and will meet our requirements well into the future.

One of the major projects during the year was the design and development of new ground handling equipment required for the Boeing 747B. Evaluation of special items, including baggage and cargo containers, passenger steps and galley module transporters, is nearing completion. Studies are continuing on ways to expedite passenger check-in and minimise ground-handling time for the 747B.

At 31 March 1970, cabin staff totalled 899, comprising 683 flight stewards and 216 flight hostesses. Intensified training activities in our Training School at Sydney Jet Base were aimed at the improvement of service to customers. Almost 400 cabin staff received basic training or attended refresher courses during the year.

INFORMATION SERVICES A programme of publicity activities designed to promote Australia, and enhance the Company's prestige at home and abroad, was maintained by the Press and Information Department.

The Department initiated the joint production of two major colour films. "A Measure of Distance", a thirty-minute film on Australia's international communications, was made in association with the Overseas Telecommunications Commission. "The Infinite Pacific", made in association with the Australian Broadcasting Commission, dealt with the Pacific today, 200 years after Cook. This sixty-minute film is being shown throughout Australia and abroad.

A promotional programme was launched to establish early identification of Qantas with the Boeing 747B jets. This included an inspection of Boeing and Pratt & Whitney's plants by Australian aviation writers.

In the field of Education Liaison, a new set of the Qantas Art and Architecture series of posters, and the first set of a parallel series of Geography posters, were produced. These are distributed within secondary and tertiary educational institutions in Australia, New Zealand and New Guinea. A booklet was also produced dealing with the importance of Qantas in the Australian economy.

Our in-flight passengers' publication "QV" was expanded from 4 to 12 pages. Two special colour issues of the monthly travel magazine "Airways" were devoted to New Zealand and Bali.

World-wide publicity was achieved by a unique colour photograph taken by a Qantas photographer of an historic event—the re-entry of Apollo 11 into earth's atmosphere after having landed the first men on the moon.

The Qantas Aviation Gallery was set up in the Company's Administration Building at Sydney Airport. The Gallery incorporates a fine collection of historic aircraft engines. An exhibition marking the anniversary of Ross and Keith Smith's first flight from England to Australia was displayed in Sydney, Canberra and Melbourne. The Department was also closely involved in "Aviat 70", the programme sponsored by the Department of Civil Aviation to mark the 50th Anniversary of Australian commercial aviation.

Qantam Computer Project

Cathode Ray Tube display terminals will be used to make and confirm passengers' reservations.



A further step in the development of our QANTAM computer complex was taken during the year when we placed an order for a large scale installation of IBM, Honeywell and Raytheon equipment.

Scheduled for delivery during 1971, this installation will replace the existing QANTAM system. In association with BOAC's BOADICEA, it will provide an unequalled world-wide reservations service. This new facility will also be capable of coping with the greater traffic volumes which the large Boeing 747B aircraft will bring. In addition, it will enable us to extend the scope of our computer applications.

Customer services will be improved in two important areas. Our passenger reservations facilities will be expanded by the use of Cathode Ray Tube terminals. In our principal sales offices, these will provide instantaneous access to the centralised reservations records stored in the computers. At airports, the use of similar terminals will result in more expeditious handling of passengers through the check-in procedure. Reservations status will be confirmed, seats allocated and baggage weights recorded. Aircraft load documentation and flight plans will then be calculated automatically.

Of equal importance is the development of an improved Management Information System. Large volumes of data are required to be processed for maintenance, operational, marketing and financial purposes. Ready access to such information is necessary for management decision making. The new equipment will provide direct entry facilities from remote terminals, and will handle many applications simultaneously through the use of multi-processing real-time computers. Spares inventory control, aircraft overhaul scheduling and inventory monitoring for individual components, revenue accounting and marketing statistics as well as personnel and payroll records, are but a few of the many applications to which the new installation will be put.

AIRCRAFT FLEET At 31 March 1970 Qantas had 28 aircraft in service and 4 more on firm order. Type details were as follows:

	<i>In Service</i>	<i>On Order</i>
Boeing 707/338C	21	—
Boeing 747/238B	—	4
Electra L188C Mk.11	1	—
Douglas DC4	2	—
Douglas DC3.. .. .	2	—
Hawker Siddeley HS125	2	—

During the year the Company sold the remaining six of its original fleet of thirteen Boeing 707/138Bs.

Boeing 747B Project Qantas will take delivery of four Boeing 747B aircraft between August and December 1971. Options are held on a further two.

We will be the first airline to put into service the more powerful long-range "B" version of the 747. The 747B will have a greater maximum take-off weight and will be quieter than the earlier model 747, now in service with several airlines in the Northern Hemisphere.

Supersonic Aircraft Flight testing of the Anglo-French Concorde is proceeding satisfactorily. We are continuing to evaluate the technical and economic capabilities of this aircraft for Qantas routes.

If options on four Concorde are subsequently confirmed by the Company, deliveries can be expected in 1974/75.

The U.S. Government has allocated funds for the construction of two prototype Boeing supersonic transports. These aircraft will be faster and will have a greater passenger capacity than the Concorde. Qantas has an option for six of the U.S. supersonics. Delivery of these could not be expected before 1978/79.

AIRCREW Technical aircrew strength was 883 at 31 March 1970, made up of 614 pilots, 185 flight engineers and 84 navigators.

The Company's Cadet Pilot Training Scheme provided 20 of the 25 additional pilots appointed during the year. Since the Scheme was introduced in 1965, a total of 154 cadets have graduated. Of these, 60 have completed final training and are flying as Second Officers on Qantas aircraft. To build up their flying hours, the remainder have been seconded to various flying organisations in Australia, New Guinea, West Irian and the Solomon Islands.

The training of pilots to meet the needs of our existing fleet and the new aircraft Qantas will be introducing in the 1970s is going ahead rapidly. Twenty-five First Officers were promoted to the rank of Captain during the year. Flight training in Company aircraft totalled 8,168 hours—a reduction of 1,100 hours on the previous year. Flight simulators completed 6,236 hours compared with 5,848 hours last year.

During the year the Company obtained approval from the Department of Civil Aviation to carry out alternate six-monthly pilots' licence renewals on flight simulators installed in the Qantas Training Centre at Sydney Airport. This procedure will reduce annual flight training in Boeing 338C aircraft by 900 hours. Substantial benefits both in cost savings and the release of aircraft for productive use will result.

We introduced advanced training techniques and aids, including a cockpit procedures trainer, designed to permit a reduction in classroom training for Boeing 707 pilots from 35 to 20 working days. Classroom training for pilots will not only be accelerated but also will be made more efficient.

TECHNICAL A major modification programme to extend the fatigue life of the wings of Boeing 707 aircraft from 30,000 to 60,000 flying hours was undertaken

Boeing 747 on the final assembly line at The Boeing Company plant at Everett, Washington, U.S.A.



during the year. This modification, recommended by The Boeing Company, will double the available service life of the aircraft. The first ten of our fleet of twenty-one 338Cs have been modified. Four more will be completed in 1970/71. The last seven aircraft delivered had this modification incorporated during manufacture.

To enable pilots and ground technical staff to become familiar with its operation, a dual inertial navigation system was installed in one of our Boeing 707 aircraft. Instruments provide data for a computer which gives a continuous display of position during flight, and the direction and speed of the aircraft as well as distance to destination. Tests have proved the high degree of accuracy of the inertial system which will be fitted to our Boeing 747B aircraft as standard equipment.

Our extensive communications network has been expanded by the provision of additional and faster circuits. Plans are well advanced for a totally-integrated communications system. This system will support the QANTAM computer complex in handling Reservations, Load Control and Flight Planning, and will provide a link to aircraft wherever they may be flying.

New computer applications for inventory control systems were introduced. They are assisting to make more accurate the provisioning of Boeing 747B aircraft spares which is now taking place. Storage space is currently being expanded. This includes the installation of a new high-density, automatic stacker-retriever system in the Sydney Jet Base Central Store.

Engineering work for customers continued at a high level during the year. Revenue from this source amounted to \$7.5 million. Of the 397 engines overhauled, 47 per cent were customer engines. Also, 18 per cent of the components overhauled were customer units. At present we are overhauling sixteen types of engines for customers. In addition, we are undertaking major airframe overhaul on Royal Australian Air Force and Royal Australian Navy aircraft.

PERSONNEL At 31 March 1970 Qantas had 11,639 employees, an increase of 628 over the previous year. These figures include 1,904 staff employed at 79 overseas stations in 39 countries.

While the average number of employees increased by 5.0 per cent during the year, the volume of aircraft capacity operated rose by 15.5 per cent. As a result, staff productivity, measured against aircraft capacity operated, rose by more than 10 per cent to 71,545 capacity ton miles per employee. Increased utilisation of our Boeing 338C fleet and a higher level of staff experience were the main reasons for improvement in efficiency. Continuing emphasis is being placed on productivity improvement and manpower planning.

As a reflection of the tight labour market in Australia, the net staff turnover rate of 8.4 per cent was less favourable than the 6.7 per cent experienced in 1968/69, which was the lowest level in the Company's history.

Total salaries and wages paid increased substantially during the year, rising to \$54.8 million, an increase of \$7.1 million over the previous year. Salary and wage rate increases flowing from adjustments to awards and agreements during 1969/70 added \$5.1 million to our expenditure on a full year basis.

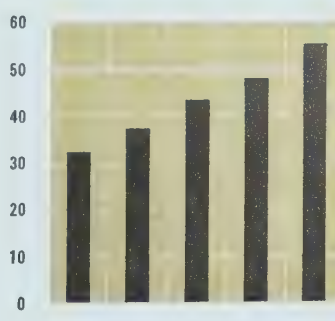
Membership of the Staff Superannuation Plan, which is administered by the Australian Mutual Provident Society as a self-contained fund, rose from 8,437 in 1968/69 to 8,840. Total life cover provided for members is now almost \$200 million. During the year the Company contributed \$4.6 million to the Plan, while staff contributed \$2.2 million. Housing loans are available through the AMP Society to members of the Plan. During the year loans totalling \$671,000 were made to staff.

The past year was an extremely active one in the field of labour relations. Qantas, along with other major employers, was subjected to heavy industrial pressure resulting in a series of strikes against the Company, mostly of short duration. Despite increased industrial activity, no serious disruption of services occurred.

During the year a number of important changes in staff benefits and conditions were approved as part of a long-term review of current practices. These included conditions applicable to Australian staff transferred overseas, and liberalisation of the

Salaries and Wages

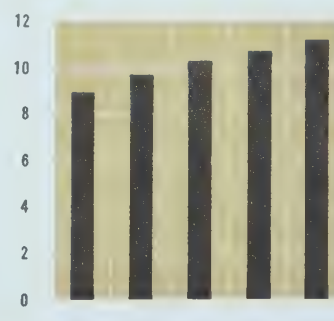
In millions of dollars



Year at 31 March

Average Staff Strength

In thousands



Year at 31 March

A Company information lecture for Junior Commercial Trainees as part of their overall training.



Staff Travel Scheme. Efforts to assist retired staff and those approaching retirement continued. The Qantas Retirees' Club, formed in 1967, is now firmly established with membership of 184 at 31 March 1970. Lectures for members and for staff approaching retirement are given by specialists on such matters as investment of capital, social welfare and health.

TRAINING Apart from preparing for training associated with introduction of the Boeing 747B and computerised sales and passenger handling systems, the past year has seen re-appraisal of many of our traditional training practices.

Most departmental training units are now providing effective programmes of courses. The pressure of increasing costs has ensured a continuous search for more effective methods.

Residential courses for middle level and senior managers have now become a regular part of a much wider programme to develop our staff and prepare them for technological and organisational change. Greater attention has been given to succession planning, particularly in the Station Management field. As a result, numbers of young men with potential have been assigned to special field training posts.

During the year the Safety Department conducted safety courses designed to provide Managers and Supervisors with a better understanding of their responsibilities for industrial safety and accident prevention. This activity concluded a five-year programme of safety attitude training and specialised safety instruction for all Company ground staff.

WENTWORTH HOTEL The Wentworth Hotel in Sydney is owned and operated by Qantas Wentworth Holdings Limited, a wholly-owned subsidiary of Qantas Airways Limited. The Company's equity investment in this subsidiary at 31 March 1970 remained at \$1.2 million. The balance of finance required to build and equip the hotel was obtained from loan funds from outside sources and by a temporary advance from Qantas. A further repayment of \$1,000,000 was made to Qantas Airways Limited during the year, leaving only \$800,000 of the original advance outstanding at 31 March 1970.

With the continued growth in demand for first class hotel accommodation in Sydney, the hotel maintained a very high rate of room occupancy during the year. Net profit for the year ended 31 March 1970 was \$308,083, an improvement of \$116,723 over the result for 1969/70.

The consolidated financial statements of Qantas Wentworth Holdings Limited, and its subsidiary companies, appear on pages 32 to 35 of this Report.

FIJI AIRWAYS LIMITED During the year the issued capital of this Suva-based airline was increased from \$F1,020,000 to \$F1,080,000. The Republic of Nauru and the Government of Western Samoa became shareholders, each subscribing \$F20,000. The United Kingdom Western Pacific High Commission increased the shareholding of the British Solomon Islands Protectorate and the Gilbert and Ellice Islands Colony by a further 10,000 shares of \$F2 each. Air New Zealand, BOAC, the Fiji Government and Qantas now each hold 22.7 per cent of the issued capital. The balance is held by the United Kingdom Western Pacific High Commission (3.7 per cent), the Governments of the Kingdom of Tonga, Republic of Nauru and Western Samoa (each approximately 1.8 per cent). Qantas continues, under an inter-Government agreement, to provide management assistance as required.

At 31 March 1970 the Company was operating three HS 748 turboprop aircraft, three Herons and two chartered DC3s.

In November 1969 the twice-weekly service to Honiara in the British Solomon Islands was increased to three services per week. Additional services were also introduced to the Gilbert and Ellice Islands and Nauru. A new domestic network within the Gilbert and Ellice Islands Colony was commenced, operated by a Heron aircraft based on Tarawa.

Revenue rose by 30 per cent during the year ended 31 March 1969 and a net profit of \$F30,151 was earned.

In the year ended 31 March 1970 the growth of traffic and revenue continued. Accounts for 1969/70 are expected to show a satisfactory result.

MALAYSIA-SINGAPORE AIRLINES LIMITED Issued capital of this airline is \$M85,000,000. Qantas holds a 4.08 per cent interest with an investment of \$M3,470,600 (\$A1,015,380). The Malaysian and Singapore Governments together hold 85.58 per cent of the issued capital while the balance is held by the Government of Brunei, BOAC and the public.

During the year ended 31 March 1969 the Company continued to expand. Its route network extended over 26,000 miles and provided service between 45 airports in 11 countries. The Company also served 35 domestic points in Malaysia, Singapore and Brunei. Revenue increased by 36.4 per cent and an overall profit of \$M9,466,420 was earned, from which a dividend of 6 per cent was paid.

Further increases in revenues and profits are expected for the year ended 31 March 1970.

NEW HEBRIDES AIRWAYS LIMITED This Vila-based airline has a paid-up capital of \$A107,846, of which 51.4 per cent is subscribed in equal shares by Qantas and BOAC. The balance of 48.6 per cent is held by Burns Philp (New Hebrides) Limited (13.4 per cent), and by public shareholders (35.2 per cent).

Services are operated between the main centres and outlying islands of the Anglo-French condominium of the New Hebrides. During 1969 the local French-backed airline, Hebridair, ceased operations. As a result, traffic carried by New Hebrides Airways increased considerably.

Due to the technical difficulties encountered with the Company's two Drovler aircraft, it was found necessary to charter Aztec and Navajo aircraft for the greater part of the year to maintain services. Final accounts for the year ended 31 December 1969 are expected to disclose an operating loss.

HOTELS IN FIJI During the year Qantas and BOAC acquired a minority interest in two of the leading hotels in Fiji. Investments of \$F100,000 each were made in Fiji Mocambo Holdings Limited, which controls the Mocambo Hotel at Nadi, and further investments of \$F175,000 each were made in Fiji Resorts Limited, which controls The Fijian hotel at Yanuca Island.

Qantas and BOAC each hold 7.6 per cent of the issued capital of Fiji Mocambo Holdings Limited, and 9.2 per cent of the issued capital of Fiji Resorts Limited.

The additional capital is being used to finance the expansion and modernisation of existing accommodation and facilities. The need for more accommodation in Fiji is largely the result of intense promotion of the country by Qantas, BOAC and the Fiji Visitors' Bureau, in Australia, New Zealand, United Kingdom, Europe and the United States.

Although operations for 1969 were profitable, these hotels did not pay a dividend. Funds were retained to meet the high cost of development programmes being carried out. Prospects for 1970 are favourable and satisfactory profits are expected.

Conclusion

As Qantas celebrates its fiftieth anniversary, it is gratifying to look back on a year of solid achievement. The sustained rise in profits and revenues reflects the continued growth and development of our operations. The strong demand for Qantas services throughout the entire year is apparent in traffic gains reviewed in this Report.

The other Members of the Board join me in expressing our appreciation of the important contribution made to the Company's best year by the Management and staff, upon whom we rely for our continued success. The Directors are pleased once again to acknowledge the assistance and support received from the Director-General of Civil Aviation, Sir Donald Anderson, C.B.E., and his staff.

During the past decade the Company has grown very rapidly—from revenues of \$68 million in 1960/61 to almost \$200 million in 1969/70. With predictions of an upsurge in international air traffic in the years ahead, we see Qantas entering a new period of long-term development and continued vigorous growth. However, as we progress into the seventies, it becomes more evident that competition from foreign airlines operating into Australia will become increasingly severe. Increases in total capacity provided are tending to exceed increases in traffic, a situation which must ultimately lead to deterioration in financial results.

Nevertheless, we are confident that Qantas is in a strong position to meet the challenges of the years ahead, when new generations of aircraft will be entering service with the Company. We shall strive to maintain our competitive position on existing routes and broaden our markets to take full advantage of the opportunities that develop.

With plans to place four giant Boeing 747Bs in service during the second half of 1971, the Company has embarked on a major programme of expansion and improvement of ground equipment and facilities at major terminals in Australia and overseas. At the same time, staff training programmes are being intensified to ensure that the quality of customer service and overall efficiency is maintained at high levels.

The outlook for the immediate future is promising. With strong economic growth in Australia—the Company's best market—there is every reason to expect that traffic will maintain its upward trend. However, new and increased competition from other international airlines, combined with pressures from rising costs, particularly in salaries and wages, make it doubtful whether we can expect a financial result in 1970/71 as favourable as that experienced in 1969/70.

Since the end of the financial year Sir James Kirby, C.B.E. retired from the Board after having served for nine years as a Director of Qantas. The Board wishes to place on record its deep appreciation of the outstanding contribution made by Sir James to the development of the Company.

Our General Manager, Captain R. J. Ritchie, C.B.E., who has held that office since 1967, was appointed a Director on 1 July 1970 to fill the vacancy on the Board.



Chairman

25 September 1970

	1970 \$	1969 \$
Authorised Share Capital		
50,000,000 Ordinary Shares of \$1 each	<u>50,000,000</u>	<u>50,000,000</u>
Shareholders' Funds		
Issued Share Capital—		
39,400,000 Shares fully paid	39,400,000	39,400,000
General Reserve	1,544,636	1,544,636
Profit and Loss Appropriation Account	395,958	670,329
	<u>41,340,594</u>	<u>41,614,965</u>
Other Reserves		
Development Reserve	18,473,347	14,963,918
Insurance Reserve	17,891,832	16,266,366
Investment Fluctuation Reserve	1,800,000	—
	<u>38,165,179</u>	<u>31,230,284</u>
Loans		
Long Term—		
Aircraft Purchases	70,289,453	87,092,028
Building Purchases (\$942,539 Secured)	1,325,543	1,501,808
Current (Repayable by 31.3.71)—		
Aircraft Purchases	19,858,897	19,958,436
Building Purchases (\$66,266 Secured)	176,265	226,295
	<u>91,650,158</u>	<u>108,778,567</u>
Current Liabilities		
Sundry Creditors and Accrued Expenses	14,915,210	12,312,964
Amount Owing to Subsidiary Company	—	13,779
Revenue Received in Advance	21,168,138	17,333,043
	<u>36,083,348</u>	<u>29,659,786</u>
Provisions		
Provision for Taxation	23,782,047	17,828,644
Provision for Staff Superannuation	2,458,224	1,707,511
Provision for Dividend	3,940,000	2,955,000
Provision for Long Service Leave	5,688,144	3,916,573
Other Provisions	3,660,167	2,762,041
	<u>39,528,582</u>	<u>29,169,769</u>
	<u>\$246,767,861</u>	<u>\$240,453,371</u>

Balance Sheet as at 31 March 1970

		1970 \$	1969 \$
Fixed Assets			
Aircraft, at cost	165,013,072		
Less Obsolescence	<u>52,778,619</u>	112,234,453	140,789,236
Progress Payments—Aircraft on Order		20,827,810	6,082,605
Land and Buildings, at cost	44,688,482		
Less Depreciation	<u>12,207,076</u>	32,481,406	29,640,313
Plant, Machinery, Equipment and Office Furniture, at cost	13,156,230		
Less Depreciation	<u>8,547,452</u>	4,608,778	4,155,493
Motor Vehicles, at cost	1,239,759		
Less Depreciation	<u>500,483</u>	739,276	715,253
		<u>170,891,723</u>	<u>181,382,900</u>
Stores and Spares (At cost or less)			
Aircraft Spare Parts and General Stores	15,646,972		
Less Obsolescence	<u>9,837,844</u>	5,809,128	7,233,431
Catering Stores		416,169	384,211
		<u>6,225,297</u>	<u>7,617,642</u>
Investments (At cost)			
Commonwealth Treasury Bonds—Insurance Fund (Market Value \$16,571,309)		17,680,324	16,048,664
Shares in Subsidiary Company— Qantas Wentworth Holdings Limited		1,200,005	1,200,005
Shares in Fiji Airways Limited		264,044	264,044
Shares in Malaysia-Singapore Airlines Limited		1,015,380	1,015,380
Shares in Other Companies		306,520	41,278
		<u>20,466,273</u>	<u>18,569,371</u>
Current Assets			
Sundry Debtors, less Provision for Doubtful Debts		19,421,761	17,502,328
Loan to Subsidiary Company		800,000	1,800,000
Amount Owing by Subsidiary Company		52,953	—
Advances, Prepayments and Other Deposits		4,251,948	1,841,850
Cash at Bank and on Short Call		24,571,104	11,667,460
Cash in Hand		86,802	71,820
		<u>49,184,568</u>	<u>32,883,458</u>
		<u>\$246,767,861</u>	<u>\$240,453,371</u>

Qantas Airways Limited Profit and Loss Account for 12 months ended 31 March 1970

	1970 \$	1969 \$
Revenue		
Traffic Revenue	158,164,034	141,175,055
Charter Revenue	22,965,266	14,663,510
Contract Work	14,241,939	13,400,547
Income from Investments	36,484	24,324
Other Revenue	3,531,731	2,227,833
	<u>\$198,939,454</u>	<u>\$171,491,269</u>
Expenditure		
Fuel and Oil	14,667,755	13,665,103
Maintenance and Overhaul	27,459,469	26,028,810
Station and Ground Operations	32,491,425	27,947,294
Technical Aircrew Costs	16,217,308	12,432,591
Passenger Service	18,896,390	15,821,853
Obsolescence of Aircraft, Engines and Stores and Spares	19,036,388	18,082,674
Insurance of Aircraft	1,519,695	1,483,323
Charter of Aircraft	2,873,161	3,667,168
Sales Costs	24,613,121	20,416,538
Administrative and General Costs	13,177,385	9,792,276
Advertising and Publicity	8,523,345	6,834,970
Audit Fees	14,600	14,600
Directors' Fees \$25,267 less \$4,792 paid by Subsidiary Company	20,475	17,500
Interest on Loans and Bank Overdraft	5,631,861	6,195,791
	<u>\$185,142,378</u>	<u>\$162,400,491</u>
Operating Profit	13,797,076	9,090,778
Less: Provision for Australian and Overseas Taxation	5,631,447	1,971,434
Net Profit	8,165,629	7,119,344
Surplus from Sale of Assets	1,809,428	293,106
Transferred to Development Reserve	1,809,428	(293,106)
Balance Brought Forward 1 April 1969	670,329	605,985
Total Available For Appropriation	8,835,958	7,725,329
Provision for 10% Dividend on Share Capital	3,940,000	2,955,000
Transfer to Development Reserve	1,700,000	3,400,000
Transfer to Investment Fluctuation Reserve	1,800,000	—
Transfer to Provision for Staff Superannuation	1,000,000	700,000
	<u>\$395,958</u>	<u>\$670,329</u>
Balance Carried Forward 1 April 1970		

Notes on the Accounts for 1970

Exchange Rates Overseas transactions during the twelve months ended 31 March 1970 were converted to Australian currency at the standard rates laid down by the International Air Transport Association where applicable, or, in other cases, at the average or ruling bank exchange rates. Fixed assets, stores and spares and investments held overseas have been converted at the exchange rates ruling at the dates of acquisition, and current assets and liabilities at the exchange rates ruling at 31 March 1970.

Contingent Liabilities There was a contingent liability of \$3.6 million in respect of uncalled capital on 4.8 million Class "B" ordinary shares of \$1 each in Qantas Wentworth Holdings Limited, a subsidiary company.

Income from Investments The income of \$36,484 shown in the accounts was derived from shares in overseas companies. No income was received from any shares or debentures which are dealt in on any prescribed stock exchange in the Commonwealth of Australia.

Other Revenue Income received from interest bearing deposits, and other short-term funds, \$1,121,304, and interest received on the loan to subsidiary company, \$87,408, are included in Other Revenue.

Surplus from Sale of Assets The gross surplus from sale of assets was \$3,473,699, which reduced to \$1,809,428 after provision for taxation of \$1,664,271.

Provisions In addition to the amount of \$19,036,388 shown in the accounts for obsolescence of aircraft etc., a charge against revenue of \$5,626,366 was made for depreciation of buildings, plant and other assets. Other provisions charged in the accounts amounted to \$3,033,569.

Reserves Expenditure includes self-insurance premiums of \$1,278,973 credited to the Insurance Reserve. Interest of \$802,913 was earned from investments in Commonwealth Treasury Bonds held to protect the Insurance Fund. After claims, \$118,391, and provision for taxation, \$338,028, the net amount of \$346,494 was credited to the Insurance Reserve.

Contracts for Capital Expenditure Anticipated payments under contracts for aircraft purchases and other major capital projects not completed at 31 March 1970 amounted to \$92 million. Of this amount loans of about \$74 million have been arranged or were being completed as at 31 March 1970.

Directors' Statement We, Roland Wilson and Richard Robert Law-Smith, being two of the Directors of Qantas Airways Limited, are of the opinion that the accompanying profit and loss account is drawn up so as to give a true and fair view of the results of the business of the Company for the twelve months ended 31 March 1970, and that the accompanying balance sheet is drawn up so as to exhibit a true and fair view of the state of affairs of the Company as at 31 March 1970.

Signed at Sydney the thirty-first day of August 1970.

For and on behalf of the Directors
ROLAND WILSON R. R. LAW-SMITH

Declaration by Secretaries We, Norman Thomas Quayle, of 70 Hunter Street, Sydney, Secretary, and Norman Henry Powell, of 288 Queen Street, Brisbane, Secretary (Queensland), of Qantas Airways Limited, do solemnly and sincerely declare that the accompanying balance sheets and profit and loss accounts of the Company and of the Company and its Subsidiaries are to the best of our knowledge and belief correct. And we make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of the Oaths Act, 1900 as amended.

Declared at Sydney the twenty-eighth day of August 1970.

N. T. QUAYLE N. H. POWELL

Before me: K. D. STEDMAN
A Justice of the Peace.

Auditor's Report to Members In my opinion the accompanying Balance-sheet as at 31 March 1970 and Profit and Loss Account for the twelve months ended 31 March 1970 of Qantas Airways Limited, read in conjunction with the notes thereon, are properly drawn up in accordance with the provisions of The Companies Acts, 1961 to 1964 (Queensland) and so as to give a true and fair view of the state of the Company's affairs; the accounting and other records (including registers) examined are properly kept in accordance with the provisions of the said Acts.

Additionally in my opinion the accompanying Consolidated Balance-sheet as at 31 March 1970 and the Consolidated Profit and Loss Account for the twelve months ended 31 March 1970, read in conjunction with the notes thereon, are properly drawn up in accordance with The Companies Acts 1961 to 1964 (Queensland) and so as to give a true and fair view of the state of the affairs of Qantas Airways Limited and its subsidiaries. The accounts of the subsidiaries were audited and reported upon by other auditors.

V. J. W. SKERMER
Auditor General for the Commonwealth

Notes on the Balance Sheet

Issued Capital Issued capital of \$39.4 million remained unchanged during 1969/70.

Development Reserve At 31 March 1969 the Development Reserve comprised \$13,563,918 to assist in meeting expenditure incurred in the introduction of new aircraft and routes, and \$1,400,000 to be used, if necessary, in meeting initial development costs of the QANTAM computer system.

In view of the diverse nature of development projects with which the Company may be associated in future years, it has since been decided to consolidate these two amounts into one Development Reserve.

The reserve at 31 March 1970 was increased to \$18,473,347 by a special appropriation of \$1,700,000 and by transferring to it the surplus from sale of assets of \$1,809,428.

Insurance Reserve The reserve of \$17.9 million at 31 March 1970, which is held to cover risks which the Company may decide from time to time, as a matter of policy, to self-insure, was protected by an investment of \$17.7 million in Commonwealth Treasury Bonds.

Investment Fluctuation Reserve The appropriation of \$1,800,000 at 31 March 1970 has been made to protect the Insurance Fund against any loss which may arise from the sale of Commonwealth Treasury Bonds before maturity date.

Loans—Aircraft Purchases The status of loans at 31 March 1970 was:

		<i>Amount of loan \$ Million</i>	<i>Drawn to 31.3.70 \$ Million</i>	<i>Repaid to 31.3.70 \$ Million</i>
YEAR				
1963	2 Boeing 707/138B	8.08	8.08	5.79
1964	3 Boeing 707/338C	22.44	22.44	12.83
1965	3 Boeing 707/338C	21.18	21.18	9.08
1966	5 Boeing 707/338C	32.32	32.32	9.23
1967	10 Boeing 707/338C	55.20	55.07	12.01
1968	4 Boeing 747B	47.58	—	—
		<u>\$186.80</u>	<u>\$139.09</u>	<u>\$48.94</u>

Loans amounting to \$66.8 million, negotiated between 1956 and 1962, have been fully repaid.

Provision for Taxation The provision for taxation of \$23.8 million includes \$9.9 million for estimated current liabilities of which \$8.1 million is on account of Australian income tax and \$1.8 million on account of various overseas income taxes. The balance of \$13.9 million is to meet deferred taxation liabilities arising primarily from the depreciation allowable for tax purposes being different from the depreciation charged in the accounts.

In determining the provision for taxation on the operating profit, appropriate allowance has been made for tax rebates and other relevant adjustments, principally in respect of export market development expenditure. The provisions on 1969/70 results also include allowance for the increase in Australian company tax announced in the 1970/71 Commonwealth Budget on 18 August 1970.

Provision for Staff Superannuation Substantial improvements in the Staff Superannuation Plan were introduced on 1 July 1968. In order to provide for past service benefits to present staff and the introduction of a guaranteed minimum benefit, appropriations of profit of \$1,100,000 and \$700,000 were made in the years 1967/68 and 1968/69. Following increased retirement benefits to aircrew, which became effective in 1969, a further amount of \$1,000,000 has been transferred from the Profit and Loss Appropriation Account at 31 March 1970.

After allowing for payments made, the Provision for Staff Superannuation amounted to \$2,458,224 at 31 March 1970.

Fixed Assets Investments in fixed assets decreased by \$10.5 million during 1969/70 to \$170.9 million. Obsolescence and depreciation of \$23.4 million was provided during the year. Assets with a net book value of \$11.0 million (principally six Boeing 707/138B aircraft) were sold or written off. Deposits on new aircraft on order amounted to \$14.8 million. Expenditure on other fixed assets totalled \$9.1 million.

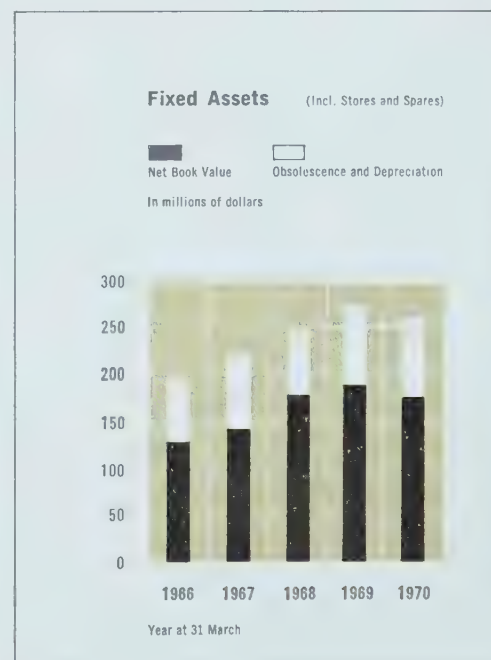
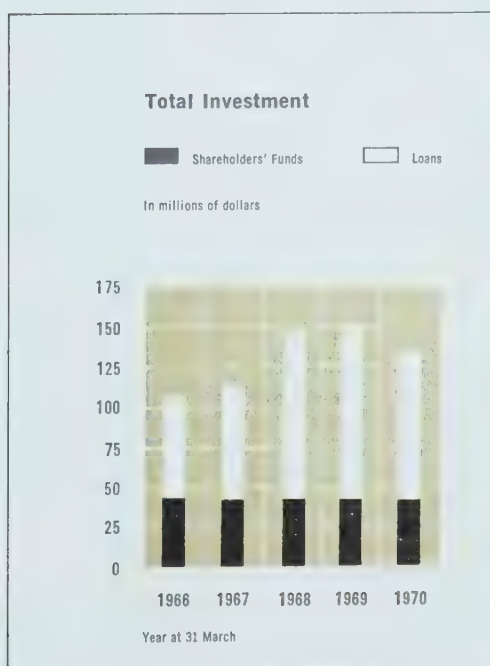
Stores and Spares The net value of stores and spares decreased by \$1.4 million to \$6.2 million at 31 March 1970, after allowing for accumulated depreciation of \$9.8 million.

Investments

(i) *Commonwealth Treasury Bonds* The Company's holding of Commonwealth Treasury Bonds (the investment protecting the Insurance Reserve) was increased by \$1.6 million to \$17.7 million.

(ii) *Other Companies* In May 1969 the Company purchased 1,000 additional shares (\$1,340) in New Hebrides Airways Limited. In the same month, 13,871 shares (\$18,587), representing fifty per cent of the Company's holding, were sold to BOAC Associated Companies Limited.

On 4 November 1969 the Company invested \$179,811 in Fiji Resorts Limited, and \$102,750 in Fiji Mocambo Holdings Limited.



Qantas Airways Limited and Subsidiaries

	1970 \$	1969 \$
Authorised Share Capital		
50,000,000 Ordinary Shares of \$1 each	<u>50,000,000</u>	<u>50,000,000</u>
Shareholders' Funds		
Issued Share Capital—		
39,400,000 Shares fully paid	39,400,000	39,400,000
General Reserve	1,544,636	1,544,636
Profit and Loss Appropriation Account	<u>1,198,493</u>	<u>1,165,268</u>
	<u>42,143,129</u>	<u>42,109,904</u>
Other Reserves		
Development Reserve	18,473,347	14,963,918
Insurance Reserve	17,891,832	16,266,366
Investment Fluctuation Reserve	<u>1,800,000</u>	<u>—</u>
	<u>38,165,179</u>	<u>31,230,284</u>
Loans		
Long Term—		
Aircraft Purchases	70,289,453	87,092,028
Building Purchases (\$8,792,539 Secured)	9,175,543	9,401,808
Current (Repayable by 31.3.71)—		
Aircraft Purchases	19,858,897	19,958,436
Building Purchases (\$116,266 Secured)	<u>329,785</u>	<u>387,615</u>
	<u>99,653,678</u>	<u>116,839,887</u>
Current Liabilities		
Sundry Creditors and Accrued Expenses (\$230,417 Secured)	15,649,242	13,041,977
Revenue Received in Advance	<u>21,168,138</u>	<u>17,333,043</u>
	<u>36,817,380</u>	<u>30,375,020</u>
Provisions		
Provision for Taxation	24,038,164	17,832,694
Provision for Staff Superannuation	2,471,224	1,720,511
Provision for Dividend	3,940,000	2,955,000
Provision for Long Service Leave	5,713,555	3,939,410
Other Provisions	<u>3,760,167</u>	<u>2,792,041</u>
	<u>39,923,110</u>	<u>29,239,656</u>
	<u>\$256,702,476</u>	<u>\$249,794,751</u>

Consolidated Balance Sheet as at 31st March 1970

		1970 \$	1969 \$
Fixed Assets			
Aircraft, at cost	165,013,072		
Less Obsolescence	52,778,619	112,234,453	140,789,236
Progress Payments—Aircraft on Order		20,827,810	6,082,605
Land and Buildings, at cost	51,475,487		
Less Depreciation	12,571,217	38,904,270	36,246,112
Plant, Machinery, Equipment and Office Furniture, at cost	19,128,700		
Less Depreciation	9,819,591	9,309,109	9,259,379
Motor Vehicles, at cost	1,246,910		
Less Depreciation	502,060	744,850	721,323
		182,020,492	193,098,655
Stores and Spares (At cost or less)			
Aircraft Spare Parts and General Stores	15,646,972		
Less Obsolescence	9,837,844	5,809,128	7,233,431
Catering Stores		590,113	499,802
		6,399,241	7,733,233
Investments (At cost)			
Commonwealth Treasury Bonds—Insurance Fund (Market Value \$16,571,309)		17,680,324	16,048,664
Shares in Fiji Airways Limited		264,044	264,044
Shares in Malaysia-Singapore Airlines Limited		1,015,380	1,015,380
Shares in Other Companies		306,520	41,278
		19,266,268	17,369,366
Current Assets			
Sundry Debtors, less Provision for Doubtful Debts		19,831,317	17,815,999
Advances, Prepayments and Other Deposits		4,425,795	1,870,877
Cash at Bank and on Short Call		24,644,709	11,811,291
Cash in Hand		107,492	88,170
		49,009,313	31,586,337
Intangible Assets (At cost)			
Renewal of Publican's License		7,162	7,160
		<u>\$256,702,476</u>	<u>\$249,794,751</u>

Qantas Airways Limited and Subsidiaries

Consolidated Profit and Loss Account for 12 months ended 31 March 1970

	1970 \$	1969 \$
Revenue		
Traffic Revenue	158,163,993	141,174,997
Charter Revenue	22,965,266	14,663,510
Contract Work	14,241,939	13,400,547
Hotel Revenue	6,192,798	5,506,678
Income from Investments	36,484	24,324
Other Revenue	4,317,649	2,855,554
	<u>\$205,918,129</u>	<u>\$177,625,610</u>
Expenditure		
Fuel and Oil	14,667,755	13,665,103
Maintenance and Overhaul	27,459,469	26,028,810
Station and Ground Operations	32,477,345	27,931,934
Technical Aircrew Costs	16,217,308	12,432,591
Passenger Service	18,851,712	15,778,211
Hotel Operating Costs	5,584,601	5,165,934
Obsolescence of Aircraft, Engines and Stores and Spares	19,036,388	18,082,674
Insurance of Aircraft	1,519,695	1,483,323
Charter of Aircraft	2,873,161	3,667,168
Sales Costs	24,578,865	20,388,818
Administrative and General Costs	13,483,403	10,059,222
Advertising and Publicity	8,566,704	6,869,024
Audit Fees	20,518	20,152
Directors' Fees	28,725	22,900
Interest on Loans and Bank Overdraft	6,195,741	6,763,656
	<u>\$191,561,390</u>	<u>\$168,359,520</u>
Operating Profit	14,356,739	9,266,090
Less: Provision for Australian and Overseas Taxation	5,883,514	1,971,434
Net Profit	8,473,225	7,294,656
Surplus from Sale of Assets	1,809,428	293,106
Transferred to Development Reserve	1,809,428	(293,106)
Balance Brought Forward 1 April 1969	1,165,268	925,612
Total Available for Appropriation	9,638,493	8,220,268
Provision for 10% Dividend on Share Capital	3,940,000	2,955,000
Transfer to Development Reserve	1,700,000	3,400,000
Transfer to Investment Fluctuation Reserve	1,800,000	—
Transfer to Provision for Staff Superannuation	1,000,000	700,000
Balance Carried Forward 1 April 1970	<u>\$1,198,493</u>	<u>\$1,165,268</u>

Principles of Consolidation The consolidated financial statements include the accounts of the Company (incorporated in Queensland), and its wholly-owned subsidiaries Qantas Wentworth Holdings Limited, Lang Park Limited and Wentworth Hotel Limited, incorporated in the State of New South Wales.

Exchange Rates Overseas transactions during the twelve months ended 31 March 1970 were converted to Australian currency at the standard rates laid down by the International Air Transport Association where applicable, or, in other cases, at the average or ruling bank exchange rates. Fixed assets, stores and spares and investments held overseas have been converted at the exchange rates ruling at the dates of acquisition, and current assets and liabilities at the exchange rates ruling at 31 March 1970.

Income from Investments The income of \$36,484 shown in the accounts was derived from shares in overseas companies. No income was received from any shares or debentures which are dealt in on any prescribed stock exchange in the Commonwealth of Australia.

Other Revenue Income received from interest bearing deposits, and other short-term funds, \$1,156,953, is included in Other Revenue.

Surplus from Sale of Assets The gross surplus from sale of assets was \$3,473,699, which reduced to \$1,809,428 after provision for taxation of \$1,664,271. A loss of \$5,765 on sale of plant and furniture by a subsidiary company is included in Hotel Operating Costs.

Provisions In addition to the amount of \$19,036,388 shown in the accounts for obsolescence of aircraft etc., a charge against revenue of \$6,231,964 was made for depreciation of buildings, plant and other assets. Other provisions charged in the accounts amounted to \$3,115,569.

Reserves Expenditure includes self-insurance premiums of \$1,278,973 credited to the Insurance Reserve. Interest of \$802,913 was earned from investments in Commonwealth Treasury Bonds held to protect the Insurance Fund. After claims, \$118,391, and provision for taxation, \$338,028, the net amount of \$346,494 was credited to the Insurance Reserve.

Contracts for Capital Expenditure Anticipated payments under contracts for aircraft purchases and other major capital projects not completed at 31 March 1970 amounted to \$92 million. Of this amount loans of about \$74 million have been arranged or were being completed as at 31 March 1970.

QantasWentworthHoldingsLimited and itsSubsidiaryCompanies

	\$	1970 \$	1969 \$
Share Capital			
Authorised			
5,199,995 unclassified shares of \$1 each	5,199,995		5,199,995
5 ordinary shares of \$1 each	5		5
4,800,000 "B" ordinary shares of \$1 each	4,800,000		4,800,000
	<u>\$10,000,000</u>		<u>\$10,000,000</u>
Issued			
5 ordinary shares of \$1 each fully paid		5	5
4,800,000 "B" ordinary shares of \$1 each paid to 25 cents		1,200,000	1,200,000
		<u>1,200,005</u>	<u>1,200,005</u>
Reserves			
Capital profits (Note 8)	518,186		518,186
Profit unappropriated	<u>802,535</u>		<u>494,939</u>
		1,320,721	<u>1,013,125</u>
Loan Owing to Group Holding Company (Note 1)		<u>800,000</u>	<u>1,800,000</u>
		3,320,726	<u>4,013,130</u>
Amounts Due to Group Holding Company (Note 2)		52,953	<u>(17,499)</u>
Long Term Liability			
Long term mortgage—secured (Note 3)		7,850,000	<u>7,900,000</u>
Current Liabilities			
Trade creditors	228,584		222,702
Other creditors and accruals (secured \$230,417—1969 \$231,870)	505,448		506,311
Mortgages—secured	50,000		50,000
Bank overdraft	26,395		6,237
Unsecured deposit notes	<u>103,520</u>		<u>111,320</u>
		913,947	<u>896,570</u>
Provisions			
Provision for taxation (Note 10)	256,117		4,050
Provision for deferred maintenance	100,000		30,000
Provision for staff superannuation	13,000		13,000
Provision for long service leave	<u>25,411</u>		<u>22,837</u>
		394,528	<u>69,887</u>
		<u>\$12,532,154</u>	<u>\$12,862,088</u>

Balance Sheet as at 31 March 1970

	Cost \$	Accumulated Depreciation and Amortisation \$	1970 \$	1969 \$
Fixed Assets (Note 4)				
Leasehold building	7,305,191	364,141	6,941,050	7,123,985
Plant, furniture, fittings and office equipment	5,972,470	1,272,139	4,700,331	5,103,886
Motor car	7,151	1,577	5,574	6,070
	<u>\$13,284,812</u>	<u>\$1,637,857</u>	<u>11,646,955</u>	<u>12,233,941</u>
Current Assets				
Stocks at the lower of cost and replacement price		173,944		115,591
Trade debtors (Note 5)		384,820		309,951
Other debtors		24,736		—
Prepayments		173,847		29,027
Cash on hand		20,690		16,418
Short term deposits		100,000		150,000
			878,037	<u>620,987</u>
Intangible Assets—at cost				
Renewal of Publican's License			7,162	7,160
			<u>\$12,532,154</u>	<u>\$12,862,088</u>

The above balance sheet is to be read in conjunction with the notes on accounts on page 35.

QantasWentworthHoldings Limited and its Subsidiary Companies

Profit and Loss Account for 12 months ended 31 March 1970

	1970 \$	1969 \$
Revenue		
Sales—Rooms	2,617,890	2,354,900
Sales—Food and Beverage	3,624,797	3,195,420
Other Revenue	987,611	864,438
	<u>7,230,298</u>	<u>6,414,758</u>
Expenditure		
Operating Costs	4,973,973	4,339,545
Interest—Long Term	555,047	558,536
—Other	96,241	132,703
Administrative and General Expenses	306,150	266,946
Advertising and Publicity	43,693	34,222
Amortisation and depreciation of leasehold building, plant, furniture, fittings and office equipment	605,598	483,178
Directors' Fees	8,250	5,400
Amount written off expenditure carried forward	—	13,920
Loss on sale of plant and furniture	5,765	1,578
Audit Fees	5,918	5,552
Provision for deferred maintenance	70,000	30,000
Formation expenses written off	—	19,355
Miscellaneous hotel operating stock written off	—	15,055
Additional amounts written off—		
Hotel operating equipment	—	222,245
Expenditure carried forward	—	111,211
	<u>\$6,670,635</u>	<u>\$6,239,446</u>
Operating Profit for the year	559,663	175,312
Less		
Provision for Taxation (Note 10)	252,067	—
Net Profit for the year after taxation	307,596	175,312
Profit brought forward from 1969	494,939	319,627
Profit unappropriated—31 March 1970	<u>\$802,535</u>	<u>\$494,939</u>

REPORT OF THE AUDITORS TO THE MEMBERS

In our opinion, the accompanying balance sheet and profit and loss account are properly drawn up in accordance with the provisions of the Companies Act, 1961 as amended, and so as to give a true and fair view of the state of affairs and the profit of the group. The accounting and other records, including registers, examined by us have, in our opinion, been properly kept in accordance with the provisions of the Act.

COOPER BROTHERS & CO.
Chartered Accountants

Sydney, 16 June 1970

Registered under the Public Accountants
Registration Act, 1945, as amended.

Notes on Accounts—31 March 1970

1. Loan Owing to Group Holding Company

The amount of \$800,000 is an unsecured loan at call. Repayments totalling approximately \$800,000 are anticipated prior to 31 March 1971.

2. Amounts Owing to Group Holding Company

The amount of \$52,953 is unsecured and is repayable prior to 31 March 1971.

3. Long Term Liability

The mortgage loan is subject to interest at the rate of 7% per annum and is repayable on 1 November each year at the rate of \$50,000 per annum to 1970 and thereafter at the rate of \$250,000 per annum until 1990 when any balance of the loan is repayable. A provision exists whereby additional repayments in multiples of \$100,000 may be made at earlier dates.

4. Fixed Assets

(a) The comparative figures for accumulated depreciation and amortisation are as follows:

	1970 \$	1969 \$
Leasehold building	364,141	170,767
Plant, furniture, fittings and office equipment	1,272,139	862,764
Motor car	1,577	581
	<u>\$1,637,857</u>	<u>\$1,034,112</u>

(b) Leasehold building

From 1 April 1969, the rate of amortisation on the leasehold building has been increased in order to write the value off over a period of approximately 40 years. This adjustment of the amortisation rate has increased the charge for the year by approximately \$122,202.

5. Current Assets

The figure for trade debtors of \$384,820 is after providing for doubtful debts as follows:

	1970 \$	1969 \$
Trade debtors balances	398,738	320,938
Less Provision for doubtful debts	13,918	10,987
	<u>\$384,820</u>	<u>\$309,951</u>

6. Contingent Liabilities

There are unsecured contingent liabilities amounting to approximately Nil (1969 — \$25,000).

7. Liabilities and Debts

The estimated periods in which liabilities and accounts receivable of the group will be paid and collected, calculated from the 31 March 1970 are as under:

	<i>Total</i> \$	<i>Within 2 years</i> \$	<i>Between 2 and 5 years</i> \$	<i>Later than 5 years</i> \$
Liabilities				
Holding company (Note 1)	800,000	800,000	—	—
Holding company (Note 2)	52,953	52,953	—	—
Loans (Note 3)	7,850,000	250,000	750,000	6,850,000
Current	1,308,475	1,308,475	—	—
	<u>\$10,011,428</u>	<u>\$2,411,428</u>	<u>\$750,000</u>	<u>\$6,850,000</u>
Accounts receivable				
Current assets	<u>\$583,402</u>	<u>\$583,402</u>		

8. Capital Profits

From the surplus on the realisation of assets in a subsidiary company has been deducted the net excess of the cost of shares in subsidiary companies, over the book value of their assets at the date of acquisition.

	\$
1 April 1969	717,104
Less goodwill arising on consolidation	198,918
Balance 31 March 1970	<u>\$518,186</u>

9. Subsidiary Companies

Incorporated in New South Wales—Lang Park Limited
—Wentworth Hotel Limited

10. Income Taxation

Income tax which may be payable on profits earned to date has been deferred due to certain allowances for taxation being in excess of the relative amounts charged against profits.

Ten-Year Summary

Financial	1969/70	1968/69	1967/68
Revenue	\$198,939,454	\$171,491,269	\$143,622,581
Expenditure	\$185,142,378	\$162,400,491	\$140,527,367
Income Tax	\$5,631,447	\$1,971,434	\$227,925
Net Profit (Loss)	\$8,165,629	\$7,119,344	\$2,867,289
Service Cost per C.T.M.	20 .9c	21 .0c	23 .8c
Shareholders' Funds	\$41,340,594	\$41,614,965	\$41,550,621
Operations			
Miles Flown	40,028,703	35,477,145	31,333,893
Hours Flown	87,977	77,809	68,804
Capacity Ton Miles	803,292,117	695,365,889	526,131,184
Traffic			
Passengers Carried	683,248	582,183	492,875
Passenger Miles Flown (000)	2,910,410	2,494,449	1,912,167
Seat Miles Available (000)	5,223,245	4,479,230	3,449,768
Revenue Seat Factor	55 .7%	56 .2%	56 .3%
Air Cargo Ton Miles	101,708,046	86,778,811	61,782,595
Air Mail Ton Miles	14,644,259	16,597,233	18,211,105
Total Revenue Ton Miles	410,282,065	357,130,439	275,306,669
Revenue Load Factor	51 .1%	51 .8%	53 .2%
Personnel			
Average Staff Strength	11,228	10,693	10,247
Gross Salaries and Wages	\$54,846,819	\$47,751,088	\$43,132,265
Revenue per Employee	\$17,718	\$16,038	\$14,016
C.T.M.'s per Employee	71,545	64,846	51,062

1966/67	1965/66	1964/65	1963/64	1962/63	1961/62	1960/61
\$123,194,029	\$127,267,089	\$109,286,240	\$91,363,582	\$81,691,400	\$68,919,170	\$68,441,444
\$124,704,159	\$119,925,868	\$101,293,479	\$85,084,562	\$77,893,356	\$68,096,136	\$67,656,358
—	\$3,311,038	\$3,891,748	\$2,684,004	\$985,552	\$5,400	\$9,238
(\$1,510,130)	\$4,030,183	\$4,101,013	\$3,595,016	\$2,812,492	\$817,634	\$775,848
26.3c	22.6c	23.7c	24.5c	24.4c	25.7c	28.6c
\$41,579,261	\$42,229,752	\$41,943,861	\$41,143,850	\$40,995,834	\$38,089,204	\$35,304,032
26,844,847	29,190,275	25,804,641	21,087,029	20,185,092	17,493,296	16,713,115
59,860	65,492	58,795	47,500	47,596	46,495	52,410
427,424,527	475,986,936	384,212,296	316,116,900	291,274,684	242,232,572	211,319,426
387,351	401,468	359,477	292,617	240,032	187,776	188,808
1,505,114	1,612,733	1,421,856	1,158,799	978,036	752,909	693,016
2,703,995	2,872,895	2,457,143	2,011,653	1,842,612	1,401,205	1,192,349
55.8%	56.1%	57.9%	57.6%	53.1%	53.7%	58.2%
61,683,802	56,817,759	44,801,817	33,819,881	31,952,539	27,055,592	28,120,972
15,846,996	21,048,127	18,301,610	15,450,781	14,077,289	10,860,483	10,360,374
231,714,709	245,373,719	210,545,820	168,244,260	147,242,005	115,930,147	110,550,168
54.3%	51.6%	54.8%	53.2%	50.5%	47.9%	52.3%
9,724	8,873	7,833	6,993	6,691	6,603	6,812
\$37,725,149	\$32,245,252	\$26,970,006	\$22,416,892	\$20,727,932	\$19,632,026	\$20,033,762
\$12,669	\$14,343	\$13,952	\$13,064	\$12,210	\$10,438	\$10,048
43,732	53,495	48,914	45,198	43,532	36,685	31,023

Board of Directors

SIR ROLAND WILSON, K.B.E.

Chairman

R. R. LAW-SMITH, C.B.E., A.F.C.

Vice-Chairman

Secretary, N. T. QUAYLE

SIR JAMES KIRBY, C.B.E. (retired 30.6.70)

J. M. FOTHERINGHAM

T. J. N. FOLEY, C.B.E.

K. C. WILKINSON

R. J. RITCHIE, C.B.E. (appointed 1.7.70)

Management

R. J. RITCHIE, C.B.E.

General Manager

P. W. HOWSON, O.B.E.

Deputy General Manager (Technical)

C. W. NIELSON, O.B.E.

Deputy General Manager (Commercial)

Officers

A. D. ALEXANDER

Ground Personnel and Administration Manager

G. G. BADGERY

Cargo Manager

H. M. BIRCH, D.F.C.

Marketing Manager

A. M. BRAUND

Manager Schedule Planning

P. B. BRETT

Manager Market Research and Tariffs

P. H. S. CHOWN

Manpower Manager

A. B. CROPPER

Aircrew Personnel Manager

Dr. W. P. H. DAKIN

Director of Medical Services

J. C. DAWSON

Manager Economic Services

A. F. FOSTER

Director of Commercial Services

G. S. FRASER

Security Manager

J. H. FYSH

Manager Customer Services

W. L. HARDING

Director of Finance

B. J. HINCHCLIFFE

Director of Administration and Personnel

J. E. HOWELL, D.F.C.

Procurement and Supply Manager

D. B. HUDSON

Engineering Manager

G. A. KENCH

Principal Legal Officer

H. J. KIDD

Data Processing and Methods Manager

J. LOWER

Manager Western Division

M. H. MEYERS, O.B.E.

Communications Manager

J. MINEHAN

General Sales Manager

S. W. MOON

Industrial Relations Manager

C. E. OLIVER

Director of Policy Development

C. W. PORTER

Property Planning Manager

I. D. V. RALFE

Deputy Director of Flight Operations

A. W. REES

Safety Controller

D. R. ROBERTS

Accounting Controller

T. E. ROFF

Director of International Relations

H. E. SHANNON

Manager Eastern Division

W. H. SHAW

Property Manager

V. C. SOMMERLAD

Executive Development Manager

J. A. ULM

Chief Press and Information Officer

R. C. WALKER

Technical Development Manager

D. S. WALLACE

Chief Internal Auditor

A. WHARTON, D.S.O., O.B.E., D.F.C.

Director of Flight Operations

R. J. YATES

Director of Technical Services

Adviser

G. U. ALLAN, C.B.E., A.F.C.

Chairman, Fiji Airways Limited

as at 30 June 1970

Branch Management

Qantas Airways Limited

ACAPULCO	L. A. Cassar	MANILA	B. M. Marks
ADELAIDE	J. W. Solly	MAURITIUS	F. W. Lamb
AMSTERDAM	I. D. Loveridge	MELBOURNE	J. S. Rowe
ATHENS	J. R. W. Ward	MEXICO CITY	M. A. A. George
AUCKLAND	D. J. Hilliger	MIAMI	C. S. Fitch
BAHRAIN	R. F. McLennan	MILAN	P. L. Magraith
BALI	J. D. P. Ledger	MONTREAL	R. J. L. Defilippi
BANGKOK	R. A. James	MUNICH	A. K. R. Seefelder
BEIRUT	L. N. Eagle	NADI	W. C. Schutt
BERMUDA	I. A. Morris	NAGOYA	G. Ouchida
BIRMINGHAM	D. I. Roberts	NAIROBI	R. K. Porter
BOMBAY	P. F. Mendl	NASSAU	R. J. Rowe
BOSTON	J. T. Conlon	NEWCASTLE	W. J. S. Pymble
BRISBANE	N. H. Powell	NEW DELHI	F. Beaton
BRISTOL	A. G. Pinfold	NEW YORK	E. A. Washington
CAIRO	E. L. Jones	NOUMEA	E. A. L. Kongsted-Jensen
CALCUTTA	P. J. Forsyth	OSAKA	E. Saegusa
CANBERRA	H. D. Dunn	PAPEETE	J. Garth
CHICAGO	F. A. Robinson	PARIS	E. de Richoufftz
CHRISTCHURCH	A. R. Perrier	PERTH	F. W. Angell
COLOMBO	J. W. Shipway	PHILADELPHIA	J. R. Blunt
DALLAS	G. V. Brooks	PORT MORESBY	R. K. Wightman
DARWIN	A. J. Quirk	ROME	T. M. Rylance
DETROIT	E. D. Reichenberger	SALT LAKE CITY	N. A. Barnes
DJAKARTA	A. J. Fisher	SAN FRANCISCO	D. K. Maitland
DUSSELDORF	H. H. Wellbrock	(North American H.Q.)	
FRANKFURT	P. J. Larke	SAN FRANCISCO	R. E. Law
FUKUOKA	T. Watanabe	SEATTLE	K. W. Gould
GEELONG	M. J. Fitzgerald	SINGAPORE	P. L. Picken
GENEVA	D. J. Bremner	(S.E. Asian H.Q.)	
GLASGOW	J. M. Rankin	SINGAPORE	G. C. Yorke
HAMBURG	D. Berger	STOCKHOLM	E. J. Campbell
HOBART	N. J. Spencer	SUVA	G. S. Selleck
HONG KONG	R. W. Low	TEHERAN	W. S. Keill
HONOLULU	A. C. G. King	TOKYO	B. L. Trewenack
ISTANBUL	A. Bennett	TORONTO	W. H. Caird
JOHANNESBURG	N. C. R. Geikie	TOWNSVILLE	M. D. Ellerman
KOTA KINABALU	A. J. Reid	VANCOUVER	R. L. Walker
KUALA LUMPUR	J. W. Hill	VIENNA	J. L. Burger
LONDON	R. K. Wetherell	WASHINGTON	W. D. Lowe
LOS ANGELES	R. L. Smith	WELLINGTON	W. T. Lovell
MADRID	C. R. Nelthorpe	WOLLONGONG	B. D. Burnheim
MANCHESTER	H. Ibbotson		

*Qantas Sales Representatives stationed at Ba, Cleveland, Dunedin, Hamilton,
Houston, Minneapolis-St. Paul, Palmerston North, St. Louis, Zurich.*

as at 30 June 1970

Qantas Offices

HEAD OFFICE:	QANTAS HOUSE, 70 HUNTER STREET, SYDNEY, AUSTRALIA.
ACAPULCO	237 Avenida Costera, Miguel Aleman
ADELAIDE	14 King William Street
AMSTERDAM	Rokin 9-15
ATHENS	Cnr. Mitropoleos and Nikis Streets
AUCKLAND	154 Queen Street
BANGKOK	14-18 Pat Pong Road
BRISBANE	288 Queen Street
CAIRO	22 Kasr-el-Nil
CANBERRA	197 London Circuit, Canberra City
CHRISTCHURCH	Cnr. Colombo and Gloucester Streets
DARWIN	58 Mitchell Street
DENPASAR	Hotel Bali Beach, Sanur
DJAKARTA	Cnr. Djalan Mohd H. Thamrin and Kebon Sirih
FRANKFURT	Kaiserstrasse 19/21
GENEVA	3 Rue du Temple
HOBART	47 Liverpool Street
HONG KONG	Union House, 11a Chater Road; Ambassador Hotel, Kowloon
HONOLULU	Cnr. Kalakaua and Lewers Avenues, Waikiki
JOHANNESBURG	African Life Centre Building, Commissioner Street
KUALA LUMPUR	American International Assurance Building, Jalan Ampang
LONDON	Cnr. Piccadilly and Old Bond Street
LOS ANGELES	506 West Sixth Street
MANILA	1148 Roxas Boulevard, Ermita
MELBOURNE	230 Collins Street
MEXICO CITY	156 Paseo de la Reforma
NADI	International Airport
NAGOYA	88, 3-Chome, Hiroi-Cho, Nakamura-ku
NEW YORK	542 Fifth Avenue
OSAKA	22, 2-Chome, Nakanoshima, Kita-ku
PAPEETE	Laguesse Building, 3 Rue du Marcehal Foch
PARIS	7 Rue Scribe
PERTH	81 St. George's Terrace
PORT MORESBY	A.N.G. House, Hunter Street
ROME	Via Bissolati 35/37
SAN FRANCISCO	340 Sutter Street
SINGAPORE	Raffles Hotel, 86 Bras Basah Road
SUVA	Cnr. Victoria Parade and Central Street
TOKYO	2/2, 3-Chome, Marunouchi, Chiyoda-ku
TOWNSVILLE	344 Flinders Street
VANCOUVER	Hotel Vancouver, 900 West Georgia Street
VIENNA	Kärntnerstrasse 42 Opernringhof
WELLINGTON	Cnr. Featherston and Panama Streets

as at 30 June 1970

1966/67	1965/66	1964/65	1963/64	1962/63	1961/62	1960/61
\$123,194,029	\$127,267,089	\$109,286,240	\$91,363,582	\$81,691,400	\$68,919,170	\$68,441,444
\$124,704,159	\$119,925,868	\$101,293,479	\$85,084,562	\$77,893,356	\$68,096,136	\$67,656,358
—	\$3,311,038	\$3,891,748	\$2,684,004	\$985,552	\$5,400	\$9,238
(\$1,510,130)	\$4,030,183	\$4,101,013	\$3,595,016	\$2,812,492	\$817,634	\$775,848
26.3c	22.6c	23.7c	24.5c	24.4c	25.7c	28.6c
\$41,579,261	\$42,229,752	\$41,943,861	\$41,143,850	\$40,995,834	\$38,089,204	\$35,304,032
26,844,847	29,190,275	25,804,641	21,087,029	20,185,092	17,493,296	16,713,115
59,860	65,492	58,795	47,500	47,596	46,495	52,410
427,424,527	475,986,936	384,212,296	316,116,900	291,274,684	242,232,572	211,319,426
387,351	401,468	359,477	292,617	240,032	187,776	188,808
1,505,114	1,612,733	1,421,856	1,158,799	978,036	752,909	693,016
2,703,995	2,872,895	2,457,143	2,011,653	1,842,612	1,401,205	1,192,349
55.8%	56.1%	57.9%	57.6%	53.1%	53.7%	58.2%
61,683,802	56,817,759	44,801,817	33,819,881	31,952,539	27,055,592	28,120,972
15,846,996	21,048,127	18,301,610	15,450,781	14,077,289	10,860,483	10,360,374
231,714,709	245,373,719	210,545,820	168,244,260	147,242,005	115,930,147	110,550,168
54.3%	51.6%	54.8%	53.2%	50.5%	47.9%	52.3%
9,724	8,873	7,833	6,993	6,691	6,603	6,812
\$37,725,149	\$32,245,252	\$26,970,006	\$22,416,892	\$20,727,932	\$19,632,026	\$20,033,762
\$12,669	\$14,343	\$13,952	\$13,064	\$12,210	\$10,438	\$10,048
43,732	53,495	48,914	45,198	43,532	36,685	31,023

Board of Directors

SIR ROLAND WILSON, K.B.E.

Chairman

R. R. LAW-SMITH, C.B.E., A.F.C.

Vice-Chairman

Secretary, N. T. QUAYLE

SIR JAMES KIRBY, C.B.E. (retired 30.6.70)

J. M. FOTHERINGHAM

T. J. N. FOLEY, C.B.E.

K. C. WILKINSON

R. J. RITCHIE, C.B.E. (appointed 1.7.70)

Management

R. J. RITCHIE, C.B.E.

General Manager

P. W. HOWSON, O.B.E.

Deputy General Manager (Technical)

C. W. NIELSON, O.B.E.

Deputy General Manager (Commercial)

Officers

A. D. ALEXANDER

Ground Personnel and Administration Manager

G. G. BADGERY

Cargo Manager

H. M. BIRCH, D.F.C.

Marketing Manager

A. M. BRAUND

Manager Schedule Planning

P. B. BRETT

Manager Market Research and Tariffs

P. H. S. CHOWN

Manpower Manager

A. B. CROPPER

Aircrew Personnel Manager

Dr. W. P. H. DAKIN

Director of Medical Services

J. C. DAWSON

Manager Economic Services

A. F. FOSTER

Director of Commercial Services

G. S. FRASER

Security Manager

J. H. FYSH

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W. L. HARDING

Director of Finance

B. J. HINCHCLIFFE

Director of Administration and Personnel

J. E. HOWELL, D.F.C.

Procurement and Supply Manager

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Engineering Manager

G. A. KENCH

Principal Legal Officer

H. J. KIDD

Data Processing and Methods Manager

J. LOWER

Manager Western Division

M. H. MEYERS, O.B.E.

Communications Manager

J. MINEHAN

General Sales Manager

S. W. MOON

Industrial Relations Manager

C. E. OLIVER

Director of Policy Development

C. W. PORTER

Property Planning Manager

I. D. V. RALFE

Deputy Director of Flight Operations

A. W. REES

Safety Controller

D. R. ROBERTS

Accounting Controller

T. E. ROFF

Director of International Relations

H. E. SHANNON

Manager Eastern Division

W. H. SHAW

Property Manager

V. C. SOMMERLAD

Executive Development Manager

J. A. ULM

Chief Press and Information Officer

R. C. WALKER

Technical Development Manager

D. S. WALLACE

Chief Internal Auditor

A. WHARTON, D.S.O., O.B.E., D.F.C.

Director of Flight Operations

R. J. YATES

Director of Technical Services

Adviser

G. U. ALLAN, C.B.E., A.F.C.

Chairman, Fiji Airways Limited

as at 30 June 1970

ACAPULCO	L. A. Cassar	MANILA	B. M. Marks
ADELAIDE	J. W. Solly	MAURITIUS	F. W. Lamb
AMSTERDAM	I. D. Loveridge	MELBOURNE	J. S. Rowe
ATHENS	J. R. W. Ward	MEXICO CITY	M. A. A. George
AUCKLAND	D. J. Hilliger	MIAMI	C. S. Fitch
BAHRAIN	R. F. McLennan	MILAN	P. L. Magraith
BALI	J. D. P. Ledger	MONTREAL	R. J. L. Defilippi
BANGKOK	R. A. James	MUNICH	A. K. R. Seefelder
BEIRUT	L. N. Eagle	NADI	W. C. Schutt
BERMUDA	I. A. Morris	NAGOYA	G. Ouchida
BIRMINGHAM	D. I. Roberts	NAIROBI	R. K. Porter
BOMBAY	P. F. Mendl	NASSAU	R. J. Rowe
BOSTON	J. T. Conlon	NEWCASTLE	W. J. S. Pymble
BRISBANE	N. H. Powell	NEW DELHI	F. Beaton
BRISTOL	A. G. Pinfold	NEW YORK	E. A. Washington
CAIRO	E. L. Jones	NOUMEA	E. A. L. Kongsted-Jensen
CALCUTTA	P. J. Forsyth	OSAKA	E. Saegusa
CANBERRA	H. D. Dunn	PAPEETE	J. Garth
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KUALA LUMPUR	J. W. Hill	VIENNA	J. L. Burger
LONDON	R. K. Wetherell	WASHINGTON	W. D. Lowe
LOS ANGELES	R. L. Smith	WELLINGTON	W. T. Lovell
MADRID	C. R. Nelthorpe	WOLLONGONG	B. D. Burnheim
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as at 30 June 1970



Near the small, sun-parched Queensland town of Longreach on Wednesday, 15 April 1970, Queen Elizabeth and the Duke of Edinburgh inspected an aircraft hangar over whose doors were painted the letters Q.A.N.T.A.S.

The Royal couple were touring eastern Australia to help celebrate the 200th anniversary of Captain James Cook's discovery of this part of the world—and by happy coincidence, it happened to be the same year in which the internationally-known airline with that odd name (probably the only word in regular English usage in which the “Q” is not followed by a “U”) was celebrating its 50th birthday. The Royal visitors were in a region which was the cradle of Australia's international airline—Longreach itself was the Company's earliest administrative and operational headquarters, and the nearby town of Winton was registered on 16 November 1920 as the first head office location of Queensland and Northern Territory Aerial Services Ltd.

What the Queen and Prince Philip saw was hardly impressive in terms of today's aviation development. A hangar which authorities preserve more for its nostalgic significance than for its commercial value. A rather quaint (but spic-and-span) AVRO 504K biplane, a faithfully rebuilt replica of the first aeroplane with which Qantas' founders, the far-sighted trio of Fergus McMaster, Paul McGinness and Hudson Fysh, had commenced air links between the outback towns of Queensland.

There was a round of handshakes and introductions to a handful of surviving Qantas pioneers, a brief look at some historical exhibits, a luncheon at a nearby station—and then the Royal visitors were off in their VIP jet. And Longreach folk settled back to their daily pattern of life—battling recurrent drought on their sheep and cattle properties, shopping, gossiping and ignoring the heat and the flies. Even the feeling of isolation, which aviation has yet totally to destroy, was lightened by their happy if brief appearance on the world's stage. As they said, this was Longreach's airline!

But at other places in Australia, and around the world, the name Qantas was registering with resounding impact. Some 850 miles south of Longreach, in the booming, upthrusting city of Sydney, excavators were gouging the last cubic feet of rock out of a massive hole to permit the construction of the airline's new world headquarters. Twin high-rise tower buildings, with two and a half acres of gardens, plazas and fountains, will make it one of the most talked-about pieces of city real estate. A few miles away, at Sydney (Kingsford Smith) Airport, developers were preparing to triple facilities at the 110-acre Qantas Jet Base, itself already a bustling complex where a 5,000 strong workforce maintains and provisions a fleet of 21 Boeing 707 jetliners.

Again, in the city itself, in the now-outgrown Qantas House, planners were at work—marketing executives seeking out new groups of potential air travellers; international relations experts assessing new world routes; technicians sizing up the merits of new and better airliners not yet off the drawing-boards; computer boffins gearing up for an expansion in their particular form of black magic; employment officers seeking out high-calibre human talent for what will almost certainly be a doubling in the next decade of the present Qantas workforce of nearly 12,000.

In other cities, in London, in Melbourne, in San Francisco, in Honolulu, the demand



was equally pressing—for new and bigger offices, for more staff recruits. And across the Pacific, near the American city of Seattle, engineers at the sprawling Boeing aircraft plant were allocating spaces on the “jumbo jet” assembly line for the first four 360-seat 747s Qantas is to receive in the latter half of 1971—the even bigger, more powerful and longer-range “B” version of this incredible aircraft which is already giving new meaning to the term “mass air travel”.

In celebrating its Jubilee Year Qantas is largely pre-occupied with the immediate and long-term future. It is an integral part of an international airline industry whose traffic has been growing 14 per cent annually in recent years.

Caught up in the furious onward sweep of a world-wide tidal-wave of travel, the Qantas problem of the moment is to hold its costs within the limits of its revenues. There is little time now to look back to the years of small biplanes stirring up the western dust, of aircraft built in that Longreach tin shed, the forerunner of today’s giant Jet Base at Sydney, to the age of fabric and wooden spars.

Nostalgia is a luxury being driven out by the tempo of today—but what remains shows us clearly that the values determined in those early days are still everywhere evident and nourished in the Company today.







Imaginative but careful planning; sound commercial sense; insistence on a striving for perfection; fair dealing in business—and above all the conviction that the Company is not an end in itself, that its purpose is to serve Australia by providing her air communications to the world as efficiently, as safely and as economically as possible. It was these intangible values which immediately after the Second World War, along with a very tangible implement—the all-metal long-range airliner, equipped Qantas for the exhilarating years during which (in retrospect seemingly overnight) the Australian flag was established on all the main air routes of the world in its own right. Aviation gives many social and economic benefits, but its total value to a major country as isolated from the mainstream of world trade routes as Australia will probably never be measured with final accuracy. Suffice to contemplate Australia's position in the world without her own air communications.

Qantas today is on a plateau—a plateau of review and planning looking to a broadening of its base, both physical and intellectual, to fit it for the industry's next expansionary phase. Robust and substantial as it is in Australian terms, it is only just in the big league by international standards. The exhilarating years during which Australia took up her air rights to the main centres of the world are now working in reverse as large foreign carriers bring Australia and the South Pacific into their global orbits.

Qantas is quite large by Australian standards, in fact one of the largest all-Australian enterprises. It is a major earner of foreign currency, and its insistence on operating as a profitable commercial operation has given Australia her overseas communications for a very small net outlay.

Qantas pays its way and intends to continue to do so.

Nevertheless the task ahead is undoubtedly more formidable than the tasks achieved. It's largely a question of scale, the extent and complexity of which tends to be obscured by the apparent simplicity and ease of an aircraft in flight. What we now face is an industry confronted by the need to install an entirely new range of plant, very much larger and more expensive per unit than before, but holding the potential for economic operation in the future.

There is not one Qantas person who does not feel some slight regret that his airline will not be the first outside the United States to operate the new jumbo jets—as it was the 707 generation of jet aircraft. But this departure from Qantas “tradition” has provided a short but most useful breathing space on the plateau during which Qantas can take stock and observe others coping with the further foothills, before setting out on the hectic climb itself.

The young man joining Qantas today faces a fascinating future in almost any field of his choosing—commercial, technical, financial, research, medicine, law; for the practice of aviation embraces many of the arts, the sciences and the crafts of man.

He will enter a community which already knows the instant global communications of the moon-walkers, and which will refine these to the everyday use of all mankind. He will, for example, before very long be equipped with the videophone and its variants, a development which might possibly bring a great decline in international business travel



by providing the businessman with the intimacy of visual contact with his clients overseas. Travel may be increasingly for pleasure, but there will be much more of it. The future traveller will carry a small metal card which will clear him through the formalities of most airports in the world, be scanned and checked instantaneously by the one universal computer brain. And he won't have to wait until 1984!

It is in communications that the most startling breakthroughs will occur—but that is what aviation is all about.

And the young man in ten years or so will be able to look back (in a rare moment of reflection) at the new routes he will have helped to pioneer in the supersonic age: South America, Russia and even China.

In this restless technology the corridors for all the young men are alive with plans: real, practical and only awaiting the judgement of timing. Come on in, the air's fine!





FIRST STEPS IN THE FORMATION OF
THE QUEENSLAND AND NORTHERN
TERRITORY AERIAL SERVICES LIMITED
(Q.A.N.T.A.S.) WERE TAKEN IN
WINTON WHEN THE COMPANY
REGISTERED ON NOVEMBER 16, 1920,
OPENED ITS FIRST REGISTERED OFFICE
IN ELDERSLIE STREET.

THE SIGNATORIES TO THE MEMORANDUM
OF ASSOCIATION TRUE PIONEERS
OF COMMERCIAL AVIATION
IN AUSTRALIA WERE

JOHN THOMSON		BRISBANE
ALAN W. CAMPBELL		BRISBANE
HUBERT T. WEEDON		WINTON
FERGUS McMASTER		WINTON
CHARLES J.A. BRABAZON		WINTON
AINSLIE N. TEMPLETON		ARAMAC
PAUL J. McGUINNESS		WINTON
HUDSON FYSH		WINTON

The Commemorative plate on a cairn erected by the Winton Shire Council and Qantas in Elderslie Street, Winton.

Qantas Routes and Services in Operation at 28 March 1970

ROUTE	Frequency	Aircraft	Miles
Australia to United Kingdom via Singapore			
SYDNEY/LONDON	7 weekly	Boeing 707	11,568
Network included calls at Brisbane, Perth, Denpasar, Djakarta, Singapore, Kuala Lumpur, Bangkok, Colombo, Calcutta, New Delhi, Bahrain, Teheran, Cairo, Istanbul, Athens, Rome, Vienna, Frankfurt and Amsterdam			
Australia to United Kingdom via Hong Kong			
SYDNEY/LONDON	4 weekly	Boeing 707	11,589
Network included calls at Brisbane, Manila, Hong Kong, New Delhi, Teheran, Istanbul, Athens, Rome and Vienna			
Australia to United Kingdom via U.S.A.			
SYDNEY/LONDON	4 weekly	Boeing 707	13,560
SYDNEY/SAN FRANCISCO	3 weekly	Boeing 707	7,541
SYDNEY/VANCOUVER	1 weekly	Boeing 707	8,348
SYDNEY/NADI	1 weekly	Boeing 707	1,969
SYDNEY/NEW YORK (Cargo service)	1 weekly	Boeing 707	10,052
Network included calls at Brisbane, Nadi, Honolulu, San Francisco, Vancouver and New York			
Australia to United Kingdom via Mexico			
SYDNEY/LONDON	1 weekly	Boeing 707	14,250
Via Nadi, Papeete, Acapulco, Mexico City, Nassau and Bermuda			
Australia to Hong Kong and Japan			
SYDNEY/HONG KONG/TOKYO	3 weekly	Boeing 707	6,434
SYDNEY/HONG KONG	4 weekly	Boeing 707	4,673
Network included calls at Darwin, Port Moresby and Manila			
Australia to South Africa			
SYDNEY/JOHANNESBURG via Perth and Mauritius	2 weekly	Boeing 707	7,590
Australia to New Zealand			
SYDNEY/AUCKLAND	7 weekly	Boeing 707	1,342
SYDNEY/WELLINGTON	5 weekly	Electra	1,384
SYDNEY/CHRISTCHURCH	5 weekly	Boeing 707	1,321
MELBOURNE/AUCKLAND	1 weekly	Electra	1,635
MELBOURNE/WELLINGTON	1 weekly	Electra	1,604
MELBOURNE/CHRISTCHURCH	2 weekly	Electra	1,495
BRISBANE/AUCKLAND	1 weekly	Boeing 707	1,427
Australia to South Pacific Islands			
SYDNEY/NOUMEA	2 weekly	Boeing 707	1,230
SYDNEY/NORFOLK ISLAND	4 weekly	DC4	1,041
NORFOLK ISLAND/AUCKLAND	1 weekly	DC4	678

Qantas World Routes as at 30 June 1970





QANTAS Australia's International Airline